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# Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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No. 125 NOVEMBER, 1964

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## Russian threat to Western supremacy in N. Atlantic—NATO Admiral SOVIET SHIPS NO HINDRANCE TO EXERCISE

**ADMIRAL** Harold Page Smith, U.S.N., Supreme Allied Commander Atlantic (SACLANT) stated in Portsmouth at a press conference following the large NATO exercise in the North Atlantic that the U.S.S.R. are in a position to challenge Western supremacy in the North Atlantic. The Russians now understand sea power and, with its large Navy and merchant fleet, realising that the North Atlantic basin, the centre of gravity of the Western world, undertake exercises in the open ocean.

Admiral Smith and Admiral Sir Wilfrid Woods, Allied Commander-in-Chief, Channel (CINCHAN), were "at home" to the press following the completion of Exercise "Team Work," which both Admirals regarded as very successful.

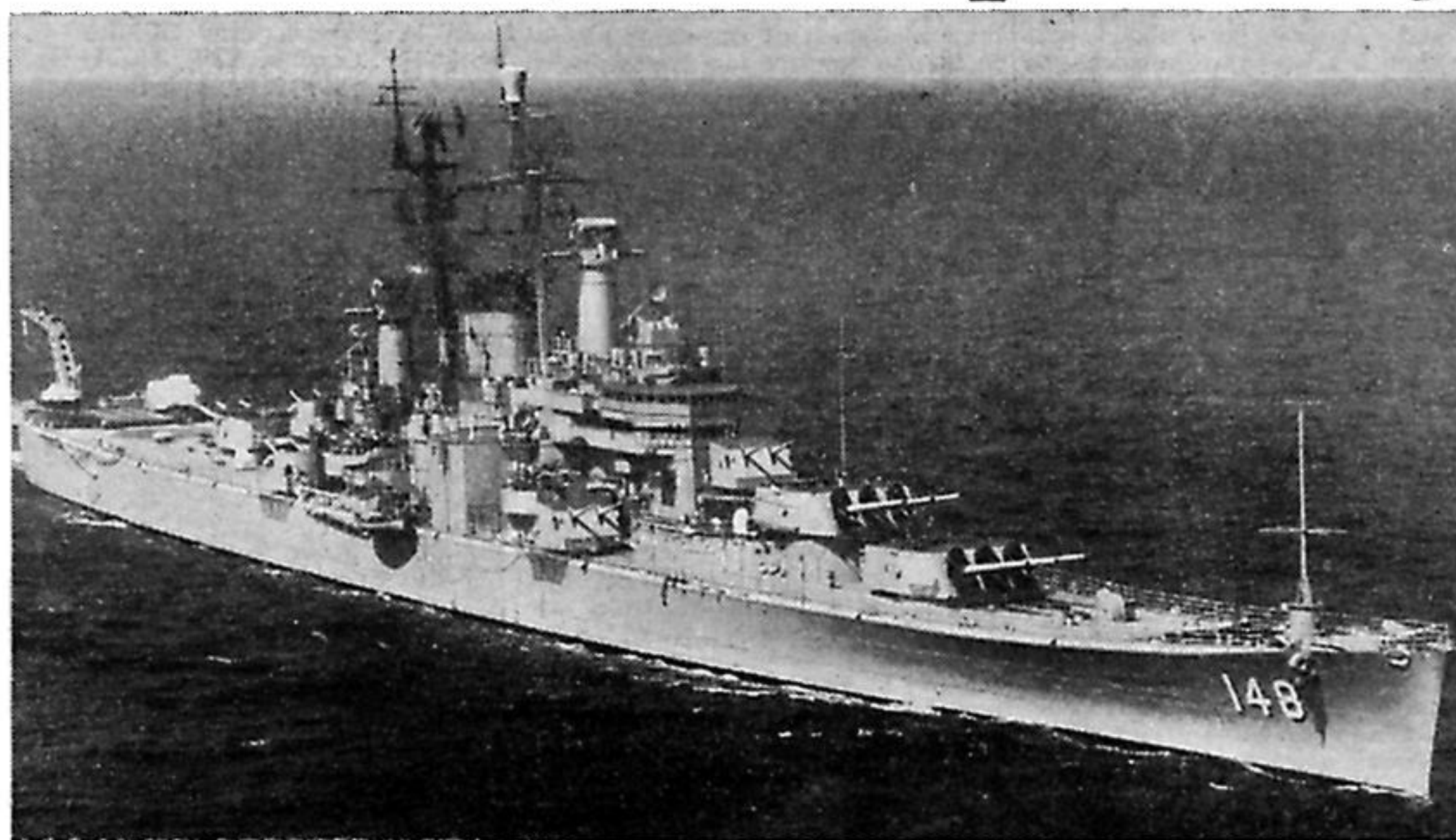


Admiral H. P. Smith, U.S.N., N.A.T.O.'s Supreme Allied Commander, Atlantic (SACLANT)

Nearly 200 ships took part in the exercise—an exercise which had taken a very long time to prepare—including some 160 warships, of which the Royal Navy had provided 64. The Danish Navy provided six warships, the Norwegians three, Belgium 13, the Netherlands 18, France three. Asked if the United States anticipated more participation from other NATO members, Admiral Smith pointed out that this large exercise had taken about four years to plan and circumstances altered year by year. He referred to the very important and successful work of the Netherlands carrier, Karel Doorman, and of the co-operation of all NATO countries, including the merchant ships of the convoys and the participation of the authorities on shore, such as airfields, the use of which had all been cleared beforehand.

### RUSSIANS LEARNED NOTHING

Admiral Smith spoke of the number of Soviet Navy exercises now taking place and gave it as his opinion that the Russians learned nothing new by shadowing the NATO ships during the recent exercise, adding "nor did we." He denied that there was any embarrassment on the NATO side be-



U.S.S. Newport News, flagship of the Commander U.S. Second Fleet and N.A.T.O. Striking Fleet Atlantic. The world's largest cruiser, she was built 1945 to 1949, and is 717 feet long, beam 75 feet, displaces 21,000 tons and has a complement of 1,500 officers and men. Commanding Officer is Capt. Robert Daniel Quinn, U.S.N.



Admiral Sir Wilfrid Woods, the Allied Commander-in-Chief, Channel (CINCHAN)

cause of the presence of the Russian ships.

On this point Admiral Woods stated that as Allied Commander-in-Chief, Channel, the forces under his command were well used to the presence of Merchant and Navy ships. During the recent exercises two Soviet

submarines were identified—probably on a normal routine passage—who were not interested in the exercises. Contacts were also made with submarines which did not belong to NATO countries, but their types were not known.

The cost of the exercise could not readily be stated, but Admiral Smith stated that the use of the merchant ships had cost approximately a quarter of a million dollars. It was, however, very essential to exercise with merchant navy ships, for it was necessary for Masters, who are constantly changing, to be kept up to date. The exercise proved that Masters are very adaptable and new lessons were quickly learned.

### MANY SMALL EXERCISES

Admiral Woods pointed out that although Exercise "Team Work" had taken so long to prepare, there were many small exercises taking place between NATO countries throughout the year and there was no doubt that inter-Allied communications were im-

proving all the time.

Asked whether he considered that the size of the NATO forces were sufficient, Admiral Smith replied that "we have reasonably got enough forces at sea to maintain supremacy." He intimated, however, that greater contributions from all nations in the Alliance would be a good thing and that a better result would ensue.

Was the mighty American carrier U.S.S. Independence "sunk" by H.M.S. Dreadnought, the Royal Navy's nuclear submarine during the exercise? This question was put to Admiral Smith, who said: "I will confirm that Dreadnought, which did a splendid job, did claim to sink the Independence, but there are others who would deny this."

The results of the exercise and the lessons learned are being carefully analysed by the various staffs, but it will probably be months before their job is completed. All concerned in the management of it, however, were sure of one thing—it had been highly successful, and much had been learned.

## Can find paint pot on sea bed

H.M.S. KIRKLISTON, most modern minehunter afloat, is to give demonstrations to NATO mine countermeasures experts' meeting in London during her visit to the Pool of London from November 3 to 9.

Commanded by Lieut.-Cdr. H. G. de Courcy-Ireland, R.N., Senior Officer of the Royal Navy's 1st Minehunter Squadron, she berthed at Tower Pier on November 3 after a passage from Port Edgar, base of the mine countermeasures flotilla.

In addition to being able to detect and subsequently destroy mines, the British designed sonar equipment installed in Kirkliston can be used with the aid of the clearance diving team embarked to locate and pinpoint underwater obstructions from large wrecks to small contacts the size of a paint pot.

Already demonstrated to all of the Western Alliance countries by H.M.S. Shoulton, prototype minehunter, the equipment will be seen by representatives of NATO naval commands and maritime countries attending the annual mine countermeasures meetings being held in London by the NATO Military Agency for Standardisation.

The Kirkliston, which has a complement of six officers and 34 ratings, became the leader of the 1st Minehunter Squadron earlier last month. She has the name of a West Lothian village located less than three miles from her Port Edgar base.

## Tension in S.E. Asia caused many changes of plans

**RACIAL** disturbances in Singapore, landings by Indonesian infiltrators and regular troops on the mainland of Malaya, and widespread speculation about Indonesian action over the international waters of the Sunda Strait—all these, and more, have contributed to the rising tension and state of alert in the Far East Fleet recently.

The re-inforcement of all three Services in Singapore, including the re-deployment of the 30th Escort Squadron ships Falmouth, Brighton, Cassandra and Aisne from the Mediterranean—have emphasised the air of preparedness.

Within two days of the 30th Escort Squadron's arrival from the Mediterranean the ships were taking their place alongside the rest of the Fleet in defensive patrols of Singapore and Malaya to guard against further Indonesian infiltration by sea or air.

### CHANGES OF PLANS

For many ships September last was a month of disappointment as the current situation changed from day to day and forced the Fleet Commander to cancel visits planned months before.

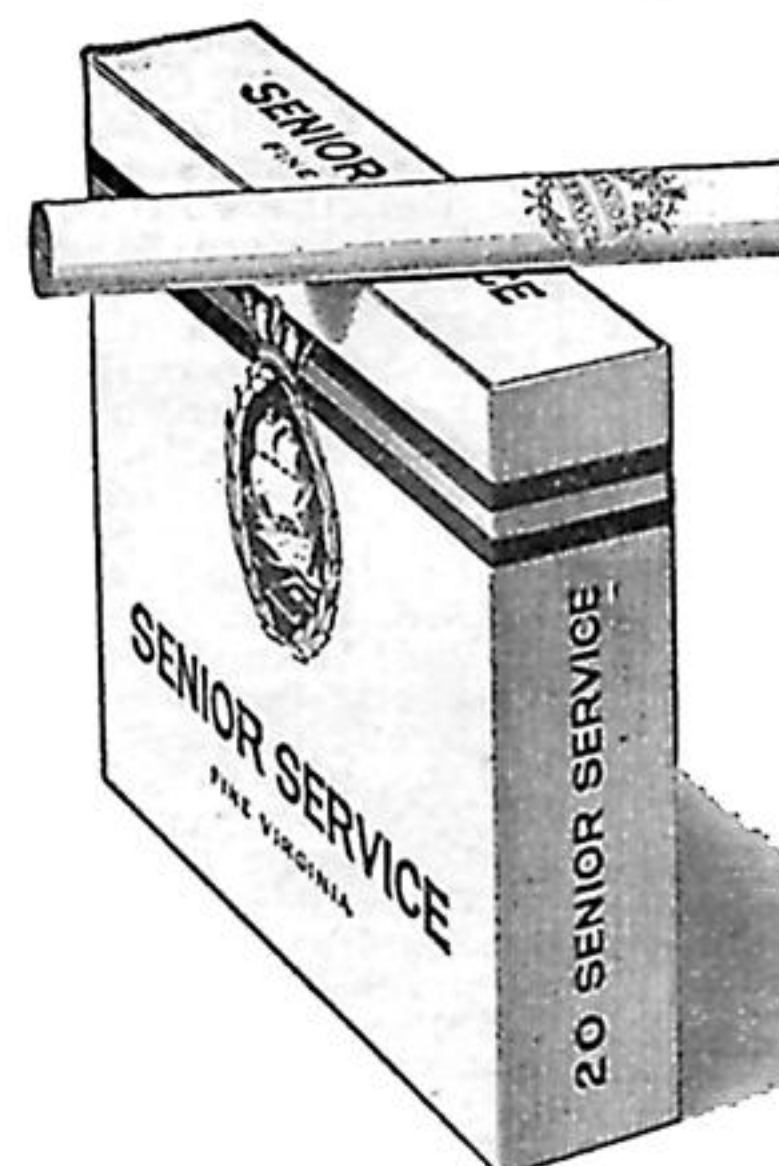
Luckier than most was H.M.S. Victorious (flying the flag of Rear-Admiral H. R. B. Janvrin, Flag Officer Aircraft Carriers), the Cavendish and Caesar, all of whom were able to com-

plete their programme in Australia before returning North to Singapore.

After leaving Fremantle at the end of the visit as planned, Victorious and her two escorts rendezvoused with Hampshire, Berwick and Dido for the return passage. Although H.M. Ships would normally use the Sunda Strait between Sumatra and Java, the Indonesian Government's announcement of naval exercises there caused the British Government to send the Victorious group through the Lombok Strait.

Some Indonesian Gannets took a great interest in the ships as they passed through the straits and their aircrew must have been surprised to see the flight deck parties on board the carrier playing deck hockey. The group also passed an Indonesian submarine who flashed a cordial "Indonesian Navy, Bon Voyage." H.M.S. Berwick, the leading ship in the column replied "Thank you. Same to you." And they passed on peacefully.

above all  
**SENIOR SERVICE**  
satisfy



BRITAIN'S OUTSTANDING CIGARETTE

H. G. de Courcy-Ireland



## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)  
 Royal Naval Barracks, Portsmouth  
 Tel.: Portsmouth 22351 (Ext. 72194)

## EDITORIAL

**DURING** the 60-odd years that the Royal Naval Barracks Portsmouth has been in existence, millions of pairs of feet have trod that—during working hours—almost hallowed parade ground.

How many have heard a stentorian "Double up there" and broken into a trot or a gallop—or claimed immunity from doubling because they had reached the age of 35!

Hitler was the cause, perhaps, of its first real upheaval. How many recall the Munich crisis when officers and men, with pick and shovel, hurriedly dug trenches when war seemed imminent. Later on real shelters were prepared and the surface re-laid, and the ceremonials again held sway.

An iron fence once hid the ground from interested passers-by, but one Commodore, feeling that the barracks had nothing to hide but much to be proud of, was instrumental in its removal. The public were even invited to watch Divisions.

There's no doubling across the parade ground now. Cars are parked on it! In fact many an old-timer has almost had heart failure when he sees cars being driven across it—but, indignity upon indignity—it is now even being built upon.

A huge slice of it is now fenced off and the building of a Junior Ratings' Accommodation Block, part of a new "face" for the whole barracks, is going up. If it compares with the Trafalgar Block, the quarters of the Chief Petty Officers and Petty Officers, it will be something of which the juniors can be proud.

There will still be room for Divisions—nowadays there is not a huge barracks population and the various schools have their own parade grounds—but it is felt that the smaller parade ground will not be the same. Some people hated Divisions—many still do doubtless—but the owners of those millions of pairs of feet became part of one company at those Divisions and marched proudly with their fellows, however much they considered the whole business a waste of time.

It's "progress," of course, but the smaller parade ground will never seem the same again, and the ghosts of those who ordered all that doubling, and all those who received their first initiations into the intricacies of saluting, rifle drill, squad drill and the rest, will, somehow, wonder if it is a good thing.

## Sixty Years of Service

**SIR**—As my articles, "Some Temporary Naval Bases and Port Parties, 1939/45," which have been, in fact, a continuation of "Sailors in the Making," have now been completed, may I have the privilege to express, through "Navy News," my most sincere thanks to all those shipmates who have written to me from time to time to say they have enjoyed reading my articles which stirred their memories, and enabled them to re-live many of the incidents that I was able to relate?

I am sure they have shared with me a great pride in their hearts in having had the honour of serving our country under the White Ensign, particularly in the days when Fleets were Fleets.

Many changes took place in our time, that is almost from the beginning of the century: from sail to steam, coal burning to oil fuel, reciprocating engines to turbines, the revolution in gun-fire control, installation of transmitting stations and director firing, the replacement of enormous turning engines to train the massive turrets to the Swathplate device.

Again, the introduction of 21-inch heater torpedoes and the improvement in minelaying and minesweeping; the advent of the paravane, depth charges, radar, asdic, not forgetting the submarine, whose seagoing endurance and destructive power were discounted until 1914. Torpedo boats and destroyers were the avowed enemy of the battle fleets. We saw the shovel-nosed torpedo boats develop into destroyers of the "L," "N" and "W" classes and, later, the "Battle" class.

## 'HUSH-HUSH ASDIC'

While we saw how quickly the submarine developed its seagoing and destructive power, there was no effective anti-submarine device available, except depth charges, which were dropped in a haphazard way. It was not until 1923 that the very much hush-hush A.S.D.I.C. device was introduced.

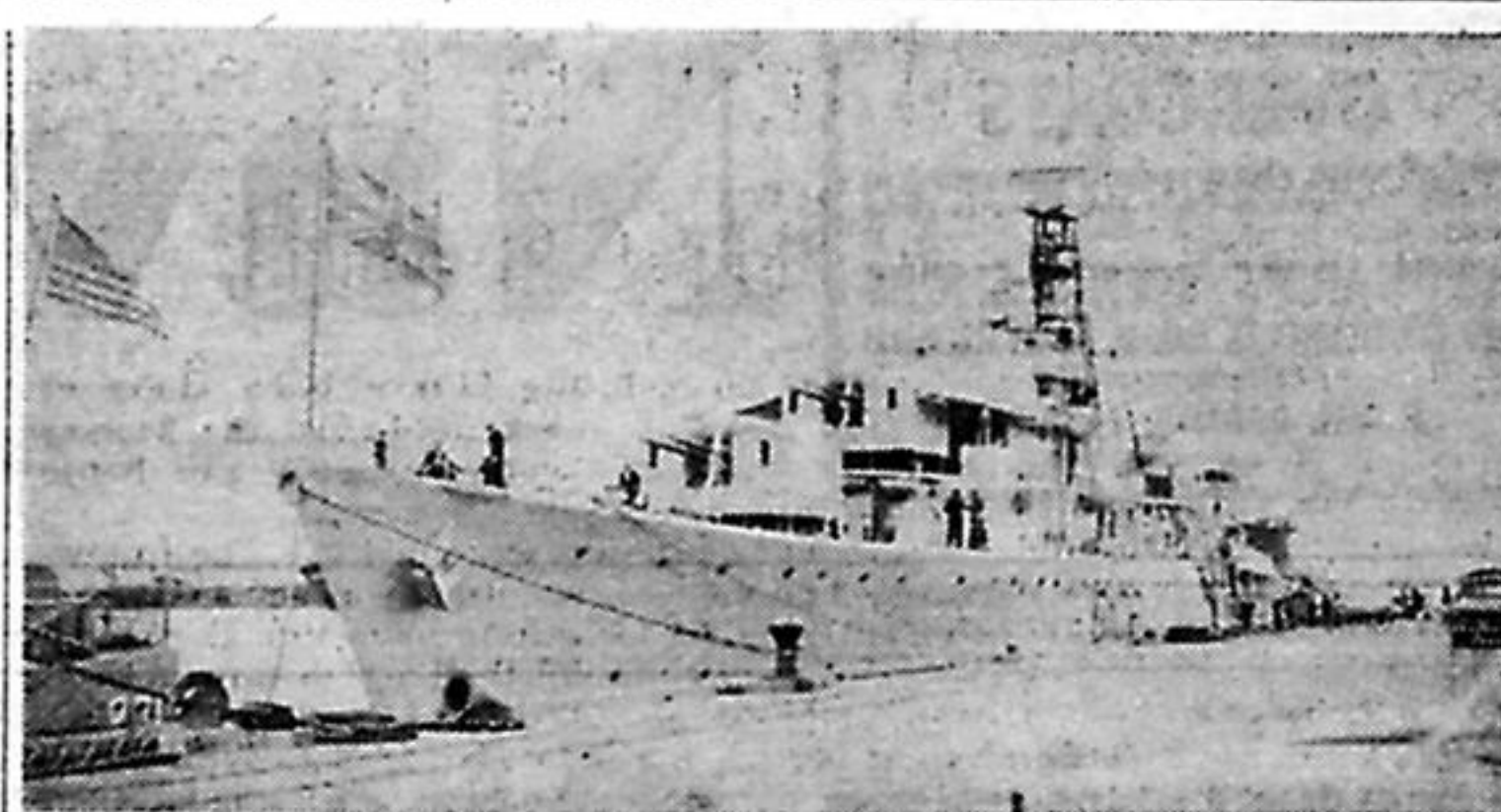
We were privileged to serve under the White Ensign during two world wars. We saw the rise and fall of the battleships from the Majestics, King Edward VII and Dreadnought, to Vanguard, as they proceeded to the scrapyard, leaving the vulnerable aircraft carriers to be termed capital ships.

Let it be remembered that the war at sea was won by the efficiency, gallantry and devotion to duty of us Old Salts who manned ships and destroyers which are now dubbed as "Old Navy," but we can look back with pride on those long years of loyal service.

I end this letter as I began by expressing, once again, my sincere and deepest thanks to those shipmates who so kindly wrote to me, giving me their support and encouragement. God bless them all.—Yours, etc., HENRY F. WRIGHT, Captain, R.N., The Moorings, Newholme Avenue, Pitlochry.



Capt. H. F. Wright, O.B.E., R.N. (retired)



H.M.S. Decoy at Newport, Rhode Island, during the America's Cup races

## DECOY AT NEWPORT

**SIR**—Enclosed please find a print of H.M.S. Decoy at Newport, Rhode Island, which I took at the end of September and which may be of interest to you.

I had a very pleasant day aboard her as a guest of her Captain, Cdr. J. K. Stevens, and the only flaw was the disappointing showing by Sovereign in the race. Yours, etc., KENNETH KELLY, 120 Main Street, Irvington on Hudson, New York.

(By Editor.—Mr. Kelly is an ardent collector of photographs of R.N. ships which visit U.S. or Canadian ports. He is particularly anxious to obtain photographs of those which visited the places mentioned in the years stated: Bigbury Bay—Jamestown, Va. and Plymouth Mass., 1957., Ulster—Chicago and Lakes Ports, 1959., Veryan Bay—Albany and Kingston, N.Y. 1955., Londonderry—West Coast U.S.A. ports, 1961 and Belfast—San Francisco, 1962. Readers who have photographs of their ships in such ports and who would care to help Mr. Kelly should get in touch with him. He states that he would, of course, cover any postal expense involved.)

## H.M.S. SIRIUS

**SIR**—With reference to your article in the October issue of "Navy News" concerning the launching of H.M.S. Sirius, may I point out that the previous H.M.S. Sirius, the cruiser, was launched in September, 1940, and not in 1938 as reported.

The ship was completed in 1942 and after much war service was sold in 1956.—Yours, etc., E. W. DOWLING, Portsmouth.

(The error is regretted. The previous Sirius was ordered in 1937, begun on April 6, 1938, launched on September 18, 1940 and completed May 6, 1942.—Ed.)

## 'HOLY HELLO' FLIGHTS

**DURING** Exercise "Teamwork," involving over 160 ships of N.A.T.O. countries, Divine service was held throughout the striking fleet. Chaplains were transferred by helicopters to various ships for services. These flights are referred to by the U.S. Navy men as "Holy Hello" flights.

## DRAFTING FORECAST—YOUR NEXT SHIP

- Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.
- (ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.
- (iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.
- (iv) Ships in which Locally Entered Cooks (S), Cooks (O) or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

**H.M.S. Londonderry** (A/S. Frigate), November 5, at Portsmouth. General Service Commission (Phased). Home Station to be decided. 29th Escort Squadron. U.K. Base Port, Portsmouth.

**No. 829 Squadron** (Tartar Flight), November 25, at R.N.A.S. Culdrose. General Service Commission. Wasp.

**H.M.S. Ghurka** (G.P. Frigate), December 10, at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (E).

**H.M.S. Blackpool** (A/S. Frigate), December 7, at Chatham. General Service Commission. Home/Station to be decided. 29th Escort Squadron. U.K. Base Port, Chatham.

**H.M.S. Hubberton** (M./H. Conversion), December 17, at Chatham. Local Foreign Service. (Far East). 6th M./S. Squadron. (E).

**H.M.S. Brereton** (C.M.S.), December 28 at Devonport. Home Sea Service. Fishing Protection Squadron. U.K. Base Port, Rosyth.

**H.M.S. Triumph** (Escort Maintenance Ship), December 31, at Portsmouth. Local Foreign Service, Far East. (C).

**H.M.S. Palliser** (A/S. Frigate), January 5 at Rosyth. Home Sea Service. Fishing Protection Squadron. U.K. Base Port, Rosyth.

**H.M.S. Rhyll** (A/S. Frigate), January 7, at Portsmouth. General Service Commission (Phased). Home/Med./Home/Med. Capt (D) 23rd Escort Squadron. U.K. Base Port, Portsmouth. (A).

**H.M.S. Salisbury** (A/D. Frigate), January 7, at Devonport. General Service Commission. (Phased). Home / Med. / Home / Med. 23rd Escort Squadron. U.K. Base Port, Devonport. (A).

**H.M.S. Diamond** (Destroyer), January 14, at Chatham. General Service Commission (Phased). Home/Med./Home/Med. 23rd Escort Squadron. U.K. Base Port, Chatham. (A).

**H.M.S. Barrosa** (A/D. Conversion), January 15, at Singapore, for Foreign Service (Phased). East of Suez. 24th Escort Squadron. (A).

**H.M.S. Cavendish** (Destroyer), January, at Portsmouth for trials. To Reserve on completion.

**H.M.S. Loch Fada** (A/S. Frigate), February 2, at Singapore. Foreign Service. East of Suez. (Phased). 26th Escort Squadron. (A).

**No. 829 Squadron** (Eskimo Flight), February 3, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

**H.M.S. Bastion** (L.C.T.), February 5, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (F).

**H.M.S. Bronington** (M./H. Conversion), February 9, at Rosyth. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

**H.M.S. Lowestoft** (A/S. Frigate), February 12, at Chatham. General Service Commission. (Phased). Home/Med. / Home / Med. Divisional Leader. 23rd Escort Squadron. U.K. Base Port, Chatham. (A).

**H.M.S. Naiad** (A/S. Frigate), February 23, at Glasgow. For Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Chatham (Under consideration).

**H.M.S. Malcolm** (A/S. Frigate), end of February, at Rosyth, L.R.P. complement.

**H.M.S. Narvik** (Harbour accommodation ship), February, at Plymouth. Port Service. Towing crew—transfers to Faslane.

**H.M.S. Striker** (L.S.T.) and No. 3 Assault Squadron, February 5, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron. (B).

**H.M.S. Sheraton** (M./H. Conversion), February 18, at Portsmouth. Local Foreign Service. 6th M./S. Squadron. (E).

**H.M.S. Hampshire** (G.M. Destroyer), March 4, at Portsmouth. General Service Commission. Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

**H.M.S. Maryton** (C.M.S.), March. Steam to Aden where Kemerton's crew transfer. Foreign Service (Middle East). (E).

**H.M.S. Decoy** (Destroyer), March 25, at Portsmouth. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Devonport.

**H.M.S. Corunna** (A/D. Conversion), March 25, at Rosyth. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Rosyth.

**No. 829 Squadron** (Gurkha Flight), March, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

**No. 829 Squadron** (Naiad Flight), March, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

**H.M.S. Ulster** (A/S. Frigate), April 1, at Devonport for trials. Home Sea Service. May 27, 17th Frigate Squadron. U.K. Base Port, Devonport. (Under consideration.)

**H.M.S. Berwick** (A/S. Frigate), April 8, at Portsmouth. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

**H.M.S. Dido** (A/S. Frigate), April 8, at Chatham. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. Capt. (D) 21st Escort Squadron. U.K. Base Port, Chatham.

**H.M.S. Laleston** (C.M.S.). Transfer to Vernon Squadron. Home Sea Service. U.K. Base Port, Portsmouth.

**H.M.S. Burnaston** (C.M.S.), April. Steam to Aden where Flockton's crew transfer. Foreign Service (Middle East). (E).

**H.M.S. Blackwood** (A/S. Frigate), April 22 at Rosyth for trials. Home Sea Service Commission July 1. Fishery Protection Squadron. U.K. Base Port, Rosyth.

**H.M.S. Arethusa** (A/S. Frigate), May 26, at Cowes. Home Sea Service. Foreign Service (East of Suez) October, 1965. Divisional Leader. 24th Escort Squadron. August, 1965. (A).

**H.M.S. Beachampton** (C.M.S.), May. Steam to Aden where Chilcompton's crew transfer. Foreign Service (Middle East). (E).

**H.M.S. Daring** (Destroyer), May, at Devonport for trials. (To Reserve on completion of long refit.)

**H.M.S. Wilkinston** (C.M.S.). Transfer to 8th M./S. Squadron. Local Foreign Service (Far East). (E).

**H.M.S. Woodlark** (Survey Ship Conversion), May, at Chatham. Home Sea Service. U.K. Base Port Devonport.

**No. 829 Squadron** (Arethusa Flight), May, at R.N. Air Station, Culdrose. Foreign Service (East of Suez). Wasp.

**H.M.S. Redoubt** (L.C.T.), June 1, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (F).

(Continued on page 5, column 1)

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## Resting place in Bootle for Starling's bell

THE ship's bell of H.M.S. Starling, outstanding U-boat killer sloop of the Royal Navy in the last war, has gone back to Bootle, the Mersey home port from which the ship led the 2nd Escort Group to give battle in the Atlantic.

It now hangs in the Council Chamber of Bootle's Town Hall, where the Starling's Commanding Officer, the late Capt. F. J. Walker, C.B., D.S.C. and three bars, R.N., would go, still wearing his sea boots and white sweater, to rest in the Mayor's Parlour after sleepless nights of operations.

When the bell was presented on October 21 by the Commander-in-Chief, Plymouth (Admiral Sir Nigel Henderson, K.C.B., O.B.E.), at a ceremony in Bootle Town Hall, the music of "A-hunting We Will Go" was played. This was the signature tune of Capt. Walker and relayed over the ship's broadcasting systems when his escort group were leaving or entering harbour.

### GREATEST EXPLOIT

The presentation took place on Trafalgar Day and it was to the victory at Trafalgar that Mr. A. V. Alexander, war-time First Lord of the Admiralty, compared the Starling's greatest exploit. It was the destruction of six German submarines in one attack lasting for 20 days. In all, the ship was credited with having sunk 15 enemy submarines.

Mrs. Walker, the widow of Capt. Walker, who died suddenly from the strain of the long Battle of the Atlantic and commanded the Starling for 16 months, was present when the bell and a commemorative plaque were handed over, to be placed with other naval relics recalling the borough's war-time links with ships operating in the Western Approaches.

After the war, the Starling was

placed in reserve in 1945. The following year her armament was removed and she became navigational training ship for the Portsmouth Squadron, a role she filled until November 6, 1959, when the order "Finish With Main Engines" was rung on her engine-room telegraph for the last time.

The following day, the ship was towed away to be placed in reserve and she is now at Portsmouth waiting to be scrapped.

**FOOTNOTE:** Unofficial crest of the Starling depicted a starling plucking a U-boat from the sea. Bootle presented the ship with a stuffed starling, which was kept on board until she went out of commission, when it was returned to the borough.

## London Club for Ex-Service Men and Women

**SIR,**—Now that it is becoming increasingly difficult to know where to stay while in London, I thought your readers might be interested to know of the facilities offered to Ex-Service men and women by The Victory ex-Service Club.

This fine club is situated within one minute's walk of Marble Arch, in the West End of London. From Marble Arch buses and the Underground radiate to all parts of London and the club is within easy reach of the main stores, theatres and cinemas.

Membership is open to all ex-Service men and their wives and ex-Service women and their husbands for only ONE POUND per annum. The amenities available for this small sum include excellent accommodation in both single and double rooms at a price ranging from 8s. to 14s. per night (exclusive of breakfast), a restaurant, fully licensed bar, cafeteria which is open from 10 a.m. to 10 p.m. daily, a large library and comfortable lounges and a bar lounge where friends can be entertained.

There are also excellent facilities for reunion dinners and other social occasions of Old Comrades' Associations.

If any of your readers are not already members of this club and would like to join, they should send for a brochure and application form to: The Secretary, The Victory ex-Service Club, 63/79 Seymour Street, London, W.2. — Yours, etc., J. C. SLESSOR, Marshal of the Royal Air Force, President.

## Your sins will help you out

**DESCRIBED** as "a breakthrough for the seamen," equipment which will enable commanding officers to plot their exact position without external means is being fitted into aircraft carriers, the guided-missile

(Continued at foot of column 3)

## SHIPS OF THE ROYAL NAVY

H.M.S. Lowestoft

No. 108



## THE NAVY CHANGES ITS ADDRESS

THE postal address of ships of the Royal Navy, "c/o G.P.O., London," written on the envelopes of millions of letters during two world wars should not be used in the future. Naval mail posted in the United Kingdom is handled by the Army Postal Service and despatched through its Home Postal Depot, Mill Hill, and it has been decided that the address "B.F.P.O. Ships" is to be employed.

Letters and parcels to H.M. Ships and Royal Fleet Auxiliaries should now be addressed, e.g., Able Seaman A. N. Y. Jones, P/JX. 210970, H.M.S. Victorious, B.F.P.O. Ships.

Naval shore establishments at Aden,

Bahrain, Hong Kong, Malta and Mombasa will use the appropriate B.F.P.O. (British Field Post Office) address—e.g., "H.M.S. Jufair, B.F.P.O. 63." Other overseas shore establishments and also those in the United Kingdom will make use of the civil form of address with a geographical place name, e.g., "H.M.S. Terror, Singapore," or "R.N. Barracks, Portsmouth, Hants."

Letters and parcels addressed in the old manner will, for the time being, be delivered in the normal way.

The special concession postal rates for mail addressed to officers and ratings serving overseas will not be affected by the address changes.

H.M.S. Lowestoft, a "Rothesay" class anti-submarine frigate, was built by Alex Stephen & Sons, Ltd., Govan, Glasgow, being launched June 23, 1960, and completed on October 18, 1961.

Basically similar to the "Whitby" class, the "Rothesay's" have modifications in layout, as a result of the experience gained with the earlier "Whitby's."

These frigates are fitted with the latest underwater detection equipment and anti-submarine weapons to enable them to detect and destroy the most modern type of submarines.

All the "Rothesay's" are to be fitted with Seacat guided missiles to replace the single Bofors. The displacement is 2,560 tons (full load) and the length is 370 feet (o.a.) with a beam of 41 feet. Main A/S weapons are two "Limbo" three-barrelled depth charge mortars.

Complement is 200 officers and men.

H.M.S. Scott (Lieut.-Cdr. R. P. F. Martin, R.N.) returns to Chatham on November 20 to pay off after completing her last survey season—this year in the North Sea.

## Ten Admirals in 'sweeper

**SIR,**—I was interested in your September issue, page five, referring to H.M.S. Fiskerton's possible record in carrying the Flag of the Commander Far East Fleet for five days. With some simple mathematics suitably twisted to fit the bill, I consider that I can justifiably challenge this record.

When in Command of H.M.S. Laleston, I had the pleasure and honour of taking to sea, on November 17, 1959, no less than 10 Admirals, the youngest of which was Admiral Sir Derek Holland-Martin, who was at that time, Second Sea Lord. In my own words "he was the boy of the party."

The claim can be substantiated by a page in my visitors' book on which all signatures appear.

A little more mathematics suitably garnished with a touch of statistics might well show that between them, they had something like 450 years' service to their credit.—Yours, etc., E. J. SAWKINS, Lieut.-Cdr. R.N.

## SHIPS OF THE ROYAL NAVY

**POSTCARD** photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle, Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A., Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Ajax and Devonshire.

(Continued from column 2)

County class destroyers and nuclear submarines. It is called Ships' Inertial Navigation System—S.I.N.S.

S.I.N.S. equipment was first fitted into the American nuclear submarines, but it is understood that the British equipment is less costly than the more complex American equipment.

## Advancements

**CONFIRMATION** has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Engineering Mechanic  
KX 656581 R. Petts, KX 847707 F. J. Manley, KX 902851 R. Barlow, KX 869331 J. Duncan, To Acting Chief Engineering Artificer  
MX 887728 E. G. Rudkin, MX 92033 J. M. Fisher.

To Acting Chief Mechanic  
KX 770148 A. J. Smith.

To Chief Shipwright Artificer  
MX 913626 J. T. P. Barr, M 928507 I. Baker.

To Acting Chief Ordnance Artificer  
M 928804 G. E. Martin, MX 857798 J. R. Sampson, MX 888733 D. A. Bradley, MX 887697 D. J. McIntosh.

To Acting Chief Electrical Artificer  
MX 833470 E. J. Marlow, MX 93009 P. N. Marshall, MX 855855 J. G. Palmer, MX 804964 G. Skinner, MX 888069 D. H. Sutherland.

To Chief Electrician  
MX 903738 D. Hill, MX 895356 F. J. Wright, MX 870156 B. Honeybun, MX 908434 B. E. Stone, MX 822599 P. E. Norris, MX 890912 A. A. Hanlon.

To Acting Chief Radio Electrical Artificer  
MX 857107 A. E. Barton.

To Chief Radio Electrician  
MX 915469 R. Walker, MX 924172 M. M. Enright.

To Chief Radio Supervisor  
JX 712632 A. Stafford.

To Chief Communication Yeoman  
JX 712410 F. Starnes, JX 636514 J. Kelly.

To Chief Petty Officer  
JX 292644 P. C. Jennison, JX 163347 H. C. Bosley, JX 830772 W. W. Scrase, JX 712325 R. C. Curtis, J 929202 V. S. Dawes, JX 909719 F. J. Powell, JX 169514 E. G. G. Ancomb, JX 150506 K. J. Graham, JX 660443 W. Bache, JX 712426 J. H. Wolliscroft, JX 660442 J. S. Howe.

To Chief Petty Officer Writer  
MX 849407 J. M. Albrighton.

To Chief Petty Officer Cook (S)  
MX 770957 T. Fisher.

To Chief Wren  
13634 H. D. E. Marsh, Category, Cook (S), 70040 M. E. Taylor, Category, Steward (O).

To Acting Chief Aircraft Artificer (AE)  
L/FX 512945 R. L. Carter.

To Acting Chief Aircraft Artificer (O)  
L/FX 669578 J. H. E. Clarke.

To Acting Chief Aircraft Mechanician (O)  
L/FX 902052 G. A. Byatt.

To Chief Airman (AH)  
L/FX 581990 W. C. Sparrow.

To Chief Airman (PHOT)  
L/FX 856162 E. J. Smalley.

To Chief Radio Electrician (AIR)  
L/FX 881769 R. E. Cornford.

To Chief Radio Electrician (AIR)  
L/FX 881769 R. E. Cornford.

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## Plymouth's Chief Wren Officer retires

CHIEF Officer Gwen Lucas, O.B.E., C.W.R.N.S., Senior W. W.R.N.S. Officer on the Staff of the Commander-in-Chief, Plymouth, retired from the Women's Royal Naval Service on October 17, 25 years after joining the Service in Plymouth as a Wren.

In October, 1939 she was recruited as a Wren M.T. driver for the Staff of the Commander-in-Chief, Plymouth, and drove Service vehicles during the raids on the town. Later she was transferred to the Regulating (Admin.) category and served in H.M.S. Raleigh, Torpoint, Cornwall. From there she went in charge of a small unit of Wrens to serve with the R.A.F. at Yatesbury. She was commissioned in 1942. After several appointments in Training Establishments she returned to Plymouth in October, 1950, as Officer-in-Charge, W.R.N.S., H.M.S. Drake. She was then selected as one of two W.R.N.S. Officers to take the Naval Staff Course at the Royal Naval College, Greenwich.

Not only did she pass the Staff Course but she also showed her prowess at golf by beating the Naval Officers and winning the R.N. Staff College Golf Cup. After that she held two appointments in the Admiralty, the first on the staff of the Director General Manpower, the second as Assistant Director W.R.N.S. She was appointed Senior W.R.N.S. Officer, Plymouth Command in May, 1962 and in the Birthday Honours that year she was awarded the O.B.E.

### ENTHUSIASTIC SPORTSWOMAN

Chief Officer Lucas has always been an enthusiastic sportswoman. She played cricket and golf for the Service and has been chairman of the R.N. Women's Athletic Association for the past eight years. She had the pleasure of seeing the W.R.N.S. win the Inter-Service Championships for the first time ever, in this, her final year of office. She is also secretary of the R.N. Women's Golf Society which she intends to continue after her retirement.

Born in Kidderminster where she lived for many years, she was educated at Huyton College near Liverpool, where she was head girl and captain of all games. She left to go to the Sorbonne and took a French Degree. Before joining the W.R.N.S. she followed her father's footsteps teaching Modern Languages.

Her father now of Willoways House, Brauton, was Headmaster of Sebright School, Wolverley, Worcestershire.



Chief Officer G. Lucas, O.B.E., W.R.N.S.

from 1904 until 1938. He is an active nonagenarian with an equally active octogenarian wife, and they are still both familiar figures on Sauton golf course.

### FAMILY TRADITION

Now that his daughter is retiring, Mr. Lucas is happy in the thought that his granddaughter, Leading Wren Sally Skelton, may carry on the family tradition and make the W.R.N.S. her career, for she is at present on her Officers' Training Course at the R.N. College, Greenwich.

## BLACKPOOL COMPLETES SEA TRIALS

H.M.S. Blackpool, the Type 12 ("Whitby" class) anti-submarine frigate built by Harland & Wolff's in Belfast and launched in 1958, has just completed her preliminary sea trials after her 14-month refit in H.M. Dockyard, Chatham.

The ship is due to commission for a general-service commission about Christmas under the command of Capt. D. D. Knight, D.S.C., R.N. The early months of 1965 will be spent undergoing final sea trials and after a few months' service in the Home Fleet, the ship will proceed to a foreign station.

Capt. Knight is 44 and joined the Royal Navy as a cadet 30 years ago. He was awarded the D.S.C. as a lieutenant for his part in the sinking of a U-boat in 1941, and was mentioned in despatches two years later. As a commander he took part in the Suez operations in 1956 in command of a destroyer. He has been a captain for two years, while on the staff of the C-in-C., Allied Forces, Northern Europe, in Oslo.

## LADY WOODS VISITS R.N.B.T. OFFICES



When the new local offices of the Royal Naval Benevolent Trust at 2A Tipner Road, Portsmouth, were opened on June 30, Lady Woods, wife of the Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods, was prevented by sickness from attending. On October 1 Lady Woods toured the offices, meeting members of the Local Committee and the staff and "sat in" on a case discussion. Lady Woods also visited the near-by Naval School of Motoring, meeting the manager and driving instructors. In the above photograph Lady Woods is between the chairman, C.P.O. Wm. G. Skeens, and the honorary local treasurer, Mr. W. H. Windsor. The secretary of the Local Committee, Mr. E. H. Ross, is at the extreme right of the picture, while some of the members of the committee stand at the back.

## OFFICER SEES HIMALAYAS WHILE MAKING OWN WAY HOME FROM SINGAPORE

### Trip to Kathmandu

MAKING his way home, alone, from Singapore is Surg. Lieut. Richard Cleave, R.N., the former Medical Officer of H.M.S. Alert. At the time of going to press he was in Syria, his next ports of call being Aleppo and Istanbul.

Writing from Teheran where he was staying for two weeks to have his car overhauled and repaired following the rigours of the first part of the journey he wrote—"This last stretch has been rather an ordeal. Very few small cars have made the northern route via Mazor-i-Sharif, so I enjoy a small sense of achievement despite the attendant bill of £60 which is the re-

sult of a cracked and bent front chassis, etc."

Surg. Lieut. Cleave is visiting hospitals and medical colleges in many countries on his way home but even on arrival in Teheran he said that the arduous drive had been worth it from the medical point of view.

### STUDYING DISEASES

In fact, he reports that by the time he had reached Hyderabad he had been able to study nearly all the conditions he had set out to do. "Only plague, rabies, cholera and anthrax remain," he wrote, "but a 1,400-mile drive to Calcutta removed cholera and rabies from my list."

While doing 4,500 miles in 12 days in India, Surg. Lieut. Cleave detoured up to Kathmandu for a holiday in an attempt to get rid of prickly heat. On his second evening there the clouds cleared to reveal the distant Himalayas and, captured by their unbelievable beauty, he decided to trek to Mount Everest. Within two days, a small team of Sherpas and coolies set off with him for the 175 miles walk to Everest. This they achieved in 12 days.

### GOOD TREKKING

He writes "I was very lucky in finding a New Zealand geologist (ex Transantarctic Expedition with Fuchs and Hilary) who wanted to return a different way. I joined up with him and we first climbed a high Himalayan pass to Tibet. I did cross the

destroyed the exhaust pipe and so reduced its power that I had to empty the car completely and send the contents by truck. Fortunately nothing was stolen. Even then I had difficulty in climbing the hills, most of which had to be done in reverse with zig-zagging."

### HAIR-RAISING ADVENTURES

He has had many hair-raising adventures and his date of arrival in the United Kingdom is not yet known—possibly the end of November. His 17,000 mile lone trip is being made in a specially adapted light French van.

## AUSTRALIA NAMES NEW SUBMARINES

THE Minister for the Royal Australian Navy has announced that the names of the four submarines to be built by Scotts of Greenock, four of the "Oberon" class, will provide continuity in the "O" class identification adopted by the Royal Navy in giving all its "Oberon's" names beginning with "O," but at the same time the names are distinctly Australian. The four submarines would be named Oxley, Otway, Owens and Onslow, in that order, when they are delivered between 1966-69.

John Oxley (1781-1828) was an Australian explorer, and the name will perpetuate the 1926 submarine, originally built for the R.A.N., and which was presented to the Royal Navy in 1931. She was sunk in 1939.

The name "Otway" dates from the First World War and commemorates Admiral Sir Robert Waller Otway (1770-1846), after whom a cape in Victoria, Australia, was named. H.M.A.S. Otway was a 1926 submarine of the Royal Australian Navy which was transferred to the Royal Navy in 1931.

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Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my



Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

\*For members of the W.R.N.S. the Pension is £149 a year.

Send this coupon to 246 Bishopsgate, London, E.C.2

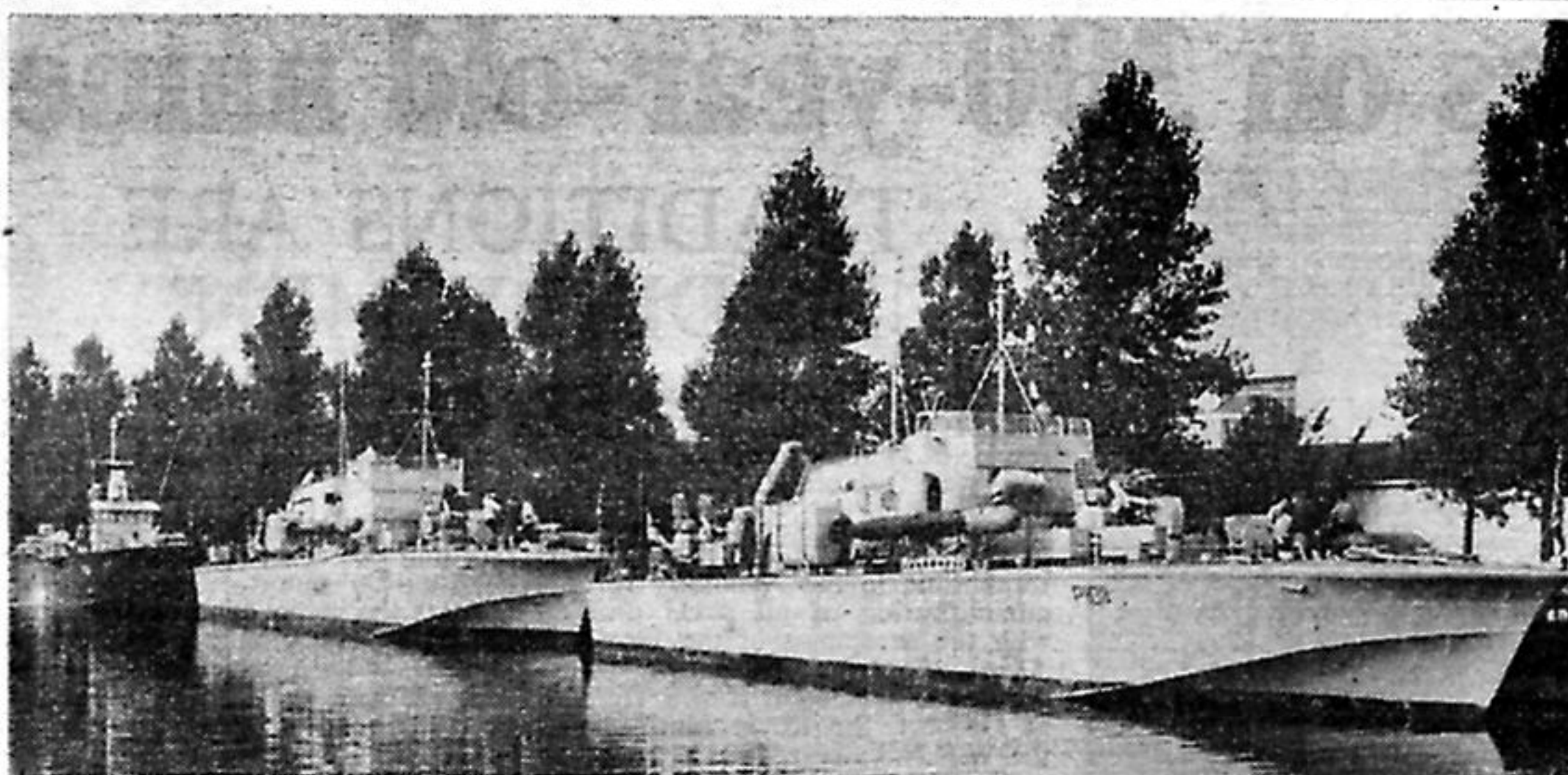
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Left to right—H.M. Ships Dark Fighter, Brave Swordsman and Brave Borderer in the Merwede Canal, opposite the site of the Utrecht Trade Fair. (Photo—Fotopersbureau 'T Sticht, Utrecht.)

## UTRECHT'S WARM WELCOME FOR FAST PATROL BOATS

THE first fast Patrol Boat Squadron, comprising H.M. Ships Brave Borderer, Brave Swordsman and Dark Fighter, under the command of Lieut.-Cdr. J. D. Douglas, R.N., recently made an official visit to Utrecht.

The squadron sailed from Gosport on September 28 and arrived at IJmuiden at 4.30 p.m. that day. The boats spent the night in the fishing harbour before locking into the North Sea Canal and continuing inland through Amsterdam to Utrecht on September 29. The British Consul-General at Amsterdam, Mr. F. H. Crowther, and Mrs. Crowther, were embarked in H.M.S. Brave Borderer for the passage through the Dutch canals.

On arrival at Utrecht Lieut.-Cdr. Douglas called on the Burgomaster, Jonkheer Meester C. J. A. de Ranitz, and on the Garrison Commander.

Lieut.-Colonel J. Huisinga. A cocktail party was held on board Brave Borderer that evening, when a number of distinguished citizens of Utrecht, both civil and military, were entertained. Also present was Capt. P. E. C. Berger, D.S.C., M.V.O., R.N., the British Naval Attaché, The Hague.

### FANTASTIC MEAL

There followed three happy busy days during which the Dutch authorities and the liaison officer from the Utrecht garrison provided every facility to ensure that their visitors really did enjoy themselves to the full.

Each boat was graced with a freshly constructed brow, all domestic facilities were provided, plus free bus tickets for everyone in the three boats, while the Army garrison gave a concert for the ships' companies one evening and a 'Rijstafel'—an Indonesian

meal of fantastic quantity and very high quality—for the officers on the following evening.

Soccer against an Army team produced the result 4—4, after the Royal Navy had conceded three goals in the first 15 minutes of the match.

The Municipality of Utrecht provided a most interesting bus tour of the city and its environs, during which the Navy visitors were all "tested" for witchcraft according to a Dutch mediaeval custom—everyone received a certificate of immunity!

The boats returned to Gosport on October 3, taking the more southerly route through Rotterdam.

## JUTLAND RELICS LAID-UP AT CHESTER

THE battle ensigns worn at Jutland by the light cruiser H.M.S. Chester, badly damaged by shellfire early in the battle, were placed in a specially made glass-fronted casket in Chester Cathedral at a ceremony on October 21—Trafalgar Day—attended by the Commander-in-Chief, Plymouth, Admiral Sir Nigel Henderson, K.C.B., O.B.E. The casket has been placed under a photograph of the ship and a memorial plaque with the names of the ship's company of the Chester killed at Jutland.

The flags, a White Ensign and a Union Flag, were first hung in the cathedral soon after the battle. Some years ago, however, they began to deteriorate and the question of their preservation arose. The ensigns have now been cleaned and were put in the casket, made in Devonport Dockyard, during the cathedral service.

It was on board H.M.S. Chester at the Battle of Jutland that the Victoria Cross was won by 16½-year-old Boy (First-Class) John Travers Cornwell, the youngest person in the Royal Navy ever to receive the award. Although mortally wounded, Boy Cornwell remained standing alone in an exposed post waiting for orders until the end of the action with gun crews dead and wounded around him. H.M.S. Chester, a ship of 5,185 tons, was built at Birkenhead and launched in December, 1915. She was eventually sold in 1921.

## Five Nations Exercise

THE navies of five nations are taking part in an exercise to evaluate an integrated control of shipping organisation which in time of war would control allied shipping in the Pacific and Indian Oceans.

The exercise, nicknamed "Radiator Cap" began on October 22 and will last two weeks. It is being co-ordinated by a joint staff in Canberra, Australia. Taking part are the navies of Australia, Britain, Canada, New Zealand and the United States.

Actual and simulated shipping are being used to exercise the naval authorities who would be responsible for organising convoys in an emergency.

Naval control of shipping officers at principal ports will control and direct the movement of shipping across some 12,000 miles of ocean from the west coast of America to the east coast of Africa. The officers will prepare sailing and routing instructions to ensure the safe and timely arrival of convoys in friendly ports.

The exercise, however, is designed only to evaluate the control system itself, and there will be no interference with movement of shipping.

## WAGES BANDITS BEWARE!

IT'S Pay Day—when Sub-Lieut. Phillip Stenbridge, R.N., sets out from his Kuching (North West Borneo) headquarters completely equipped with a sub-machine gun, a Manchai (Chinese paper umbrella for the monsoon) and a briefcase full of cash.

Expecting the popular visitor are ratings operating the small-boat patrols searching out vessels carrying Indonesian terrorists and arms off the North West Borneo coast. And to reach them Sub-Lieut. Stenbridge travels by helicopter and river boat to conduct the mobile pay parade.

Service in the Armed Forces is a tradition in the Stenbridge family. His father was in the Royal Artillery, an uncle served in the Navy, his brother is with the R.A.O.C. in Aden and a brother-in-law is in the Royal Air Force.



Sub-Lieut. P. Stenbridge off on a mobile pay parade

## DOWN SOUTH AMERICA WAY

IN the South American popularity polls, the Royal Navy is being voted the tops. Twenty-thousand people visited four ships of the special squadron at La Guaira, Venezuela, first port of call in the goodwill cruise continuing until December 2 of eight South American countries.

At La Guaira the ships were the cruiser Tiger, the frigates Penelope and Lynx and the submarine Odin.

The enthusiastic reception given to the ships in Venezuela has, however, caused one minor problem for the C-in-C, South Atlantic and South Atlantic and South American Station (Vice-Admiral Sir Fitzroy Talbot, K.B.E., C.B., D.S.O.), embarked in H.M.S. Tiger.

The unexpectedly large number of visitors is likely to cause a shortage of the illustrated leaflets, given to them when they go on board, before the cruise is finished.

Thousands of additional copies of the publicity leaflets printed in Spanish and Portuguese are being flown from London for use by the special squadron, which is visiting 13 different ports in South America.

## MINEHUNTER COMMISSIONS

AFTER refitting and converting at H.M. Dockyard, Devonport, H.M.S. Iveston commissioned on October 16 as a Coastal Minehunter. She will join the First Minehunting Squadron in December and will be based at Port Edgar in the Firth of Forth.

Commanded by Lieut.-Cdr. Mark Ruddle, R.N., the ship, converted from a coastal minesweeper, will be a powerful addition to the mine countermeasures fleet of the Royal Navy.

She is named after the Durham village of Iveston and a liaison has already been established between the villagers and the ship's company.

H.M.S. Iveston was built at Dartmouth by Phillip and Son and completed in 1956.

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## DRAFTING FORECAST (cont'd.)

(Continued from page 2, column 5)

H.M.S. Mohawk (G.P. Frigate), June 3, at Chatham. General Service Commission. (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port Chatham.

H.M.S. Lynx (A/A. Frigate), June 24, at Portsmouth. General Service Commission Home/South Atlantic and South America/Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Lincoln (A/D. Frigate), June, at Singapore. Foreign Service (East of Suez). (Phased). 24th Escort Squadron. (A).

H.M.S. Caesar (Destroyer), June, at Singapore. Foreign Service (East of Suez). (Phased). 26th Escort Squadron. (A).

H.M.S. Caprice (Destroyer), end of June, at Rosyth for trials. To Reserve on completion.

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, July, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron. (B).

H.M.S. Leander (A/S. Frigate), August 12, at Chatham. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez 21st Escort Squadron. Divisional Leader. U.K. Base Port, Portsmouth.

H.M.S. Ajax (A/S. Frigate), August, at Singapore. Foreign Service (East of Suez). (Phased). Capt. (D), 24th Escort Squadron. (C).

H.M.S. Dampier (Surveying Ship), end August, at Singapore. Foreign Service, S.W. Pacific. (C).

H.M.S. Kent (G.M. Destroyer), September, at Chatham. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Chatham.

H.M.S. Cleopatra (A/S. Frigate), September, at Devonport for trials. Commissions, December, 1965. Home Sea Service. Foreign Service (East of Suez), June, 1966. Divisional Leader. 26th Escort Group. U.K. Base Port, Devonport.

H.M.S. Bassington (M/H. Conversion), September 9 at Chatham. Local Foreign Service (Far East). 6th M/S. Squadron. (E).

H.M.S. Zulu (G.P. Frigate), September at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).

H.M.S. Duncan (A/S. Frigate), September at Rosyth. L.R.P. complement.

H.M.S. Vidal (Surveying Ship), September at Chatham. General Service Commission, North Atlantic. U.K. Base Port, Chatham.

H.M.S. Undaunted (A/S. Frigate), September 30 at Chatham for trials. Commission, December 2. U.K. Base Port, Devonport.

H.M.S. Llandaff (A/D Frigate), October 22 at Devonport for trials. Commissions December, 1965, for Home Sea Service. 26th Escort Squadron. Foreign Service (East of Suez) from May 1966. (A).

H.M.S. Ashanti (G.P. Frigate), October at Devonport. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Devonport. (B).

H.M.S. Maxton (M/H. Conversion), October at Devonport. Local Foreign Service (Far East), 6th M/S. Squadron.

H.M.S. Appleton (C.M.S.), October at Bahrain. Foreign Service (Middle East). 9th M/S. Squadron.

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# Stone frigate takes on 300-year-old name



Lythe Hill House, Haslemere—the new H.M.S. Centurion

## 'TRADITIONS ARE MADE BY MEN'

ADMIRAL Sir Wilfrid Woods, Commander-in-Chief, Portsmouth Command, and himself a former "Centurion," was present at the commissioning service of H.M.S. Centurion, the Naval Drafting Establishment, at Haslemere, Surrey, on October 27.

Formerly known as the Commodore Naval Drafting, H.M.S. Centurion is responsible to the Admiralty for the administration of all naval drafting with the exceptions of the Fleet Air Arm, submarine personnel, whose drafting is handled at H.M.S. Dolphin at Gosport, the Royal Marines and the W.R.N.S.

The Naval Drafting Authority was set up at Lythe Hill House, Haslemere in 1957, and has centralised the work

formerly done at the old Command Drafting Offices of Portsmouth, Chatham, and Devonport.

After the commissioning ceremony, the commanding officer, Commodore D. B. H. Wildish welcomed the visitors who sat with the staff of 200 naval personnel and civilians in front of Lythe Hill House. He was sorry however that the former Commodore, Capt. R. C. P. Wainwright, whom he succeeded only last month, was not able to attend. "He was the one who set the ball in motion whereby we got our name today," he said.

Commodore Wildish said how proud he was to be in command of what was now a fully commissioned "stone frigate"—though the drafting would go on just the same. Although these were the day of denigration for the personality cult, he was convinced of the wisdom of giving Commodore Naval Drafting more positive identity.

### TWELFTH CENTURION

Haslemere's H.M.S. Centurion was the twelfth in a line that had started at the time of the Armada and continued to the Normandy beaches.

Admiral Woods, who was accompanied by Lady Woods, said that it may have seemed incongruous to many present that a ship's name was being given to such a fine old house. "But of course it has been a custom of the sea ever since men have sailed that they should give their ships names," he continued. It gave all ships a personality, and it was just as traditional to give similar names to the Royal Navy's "stone frigates."

"This establishment is, as naval establishments go, pretty young," Admiral Woods went on. "It started with a very difficult job to do with a great many built-in prejudices and traditions to overcome and break down."

The reaction in the fleet of centralised drafting away from the Home Ports was, at first, one of suspicion, because men could not simply walk into the offices for information. But from what he had seen of the fleet in the past three or four years, the staff at Lythe Hill House now had the confidence of the fleet. They knew that they were getting a square deal—that their careers were being well looked after.

"So I think it is altogether fitting that although this is a young establishment, it should have a name, and a name which has been in the navy for over 300 years."

Centurion was the second stone frigate which Admiral Woods had had a hand in commissioning, the first—and he hoped a good precedent—being H.M.S. Warrior at Northwood.

### COMMANDED LAST CENTURION

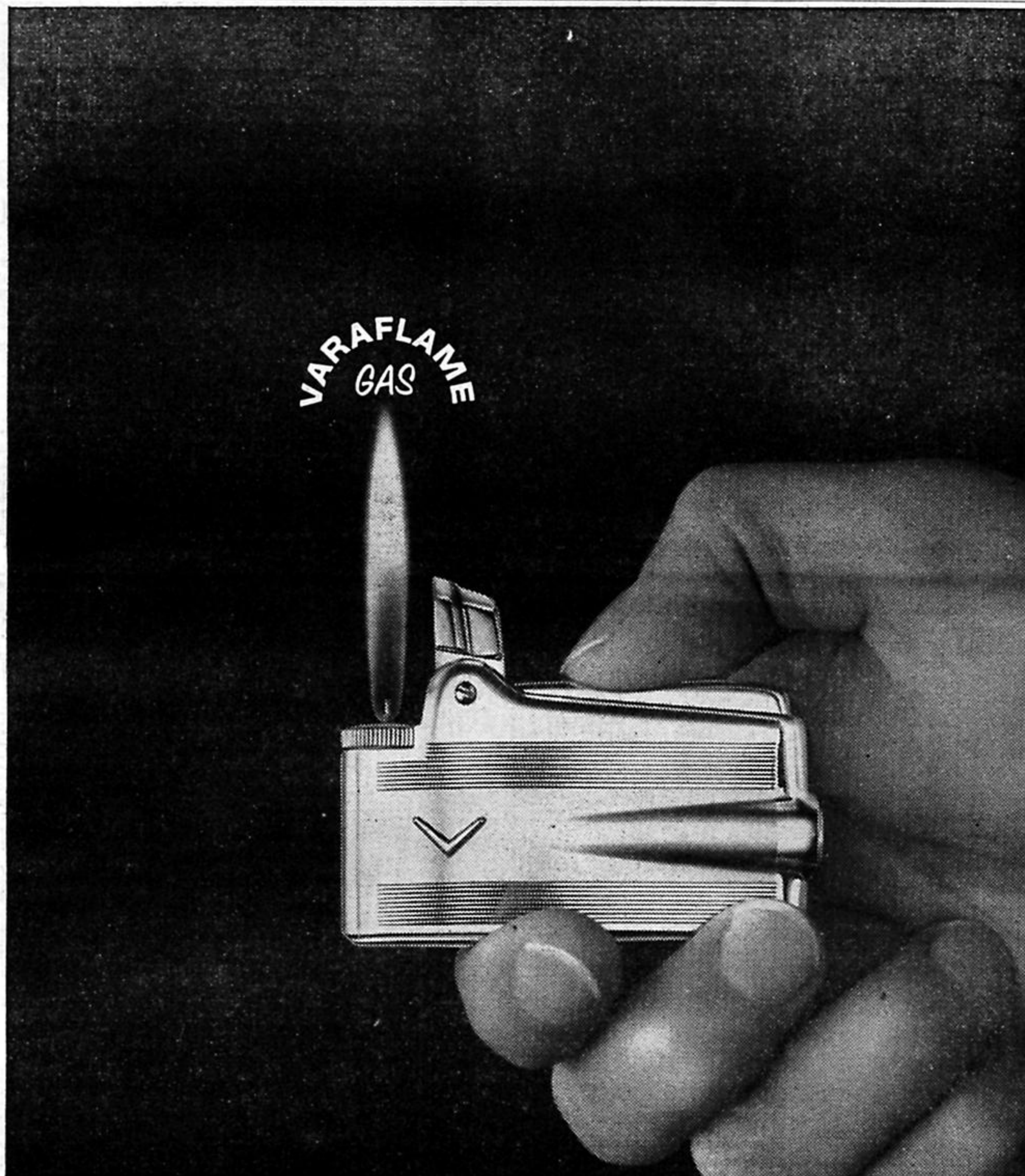
Admiral Woods had been the captain of the last H.M.S. Centurion, a battleship of 25,395 tons. Before he took command, it had been a radio-controlled target ship, but after being made up to represent a heavier unit in the Second World War it was able to take part in actions and fire back. Its end came when he had to sail her into an American section of the beachhead at Normandy where its bottom was blown out, and it formed part of a Mulberry Harbour, before being broken up by heavy seas.

"There is nothing left of the ship now because soon after a gale sprang up, and that particular Mulberry really 'bought it,' and most of the ships were broken. Centurion lost most of her superstructure and now there's nothing to be seen. She was a ship with great personality, even in those odd circumstances, and I for one am very proud to have served in her."

Admiral Woods concluded, "You now have a proud name 300 years or more old, and ship's names are part of the build-up of tradition in the navy."

### 'MEN MAKE TRADITIONS'

"But it is the men who really make tradition, and it is you here who are largely ordering the lives of the ship's companies in the fleet today. You have a responsible job, a long tradition, and now a proud name, and as a former Centurion, I wish you good success."



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Multi-Fill. And listen happily as the clean, tasteless butane hisses in. It takes about five seconds. (You'll get about four refills from the same 3/6d Multi-Fill.) Click. Light. Snap. Just to make sure. This filling will probably last till June. Meanwhile, have fun.

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## NEPTUNE'S SCRAPBOOK



Vice-Admiral Sir Desmond Dreyer, K.C.B., C.B.E., D.S.C., is to be the Chief of Naval Personnel and Second Sea Lord in succession to Admiral Sir Royston Wright, G.B.E., K.C.B., D.S.C., the appointment to take effect in April, 1965. A Gunnery Specialist (he was Gunnery Officer of H.M.S. Ajax during the Battle of the River Plate) Admiral Dreyer is the son of the late Admiral Sir Frederic Dreyer, who was Jellicoe's Flag Captain at the Battle of Jutland. In November, 1962, he became the first Flag Officer Commanding-in-Chief, Far East Fleet, when the unified command in the Far East was formally inaugurated. The title of his appointment, which he still fills, was subsequently changed to Commander, Far East Fleet.

Vice-Admiral J. F. D. Bush, C.B., D.S.C. and two Bars, has been appointed Vice-Chief of Naval Staff in succession to Vice-Admiral Sir John Frewen, K.C.B., the appointment to take effect in April, 1965. At present Commander, British Naval Staff, Washington, and U.K. National Representative to the Supreme Allied Commander, Atlantic, Admiral Bush entered the Royal Navy as a special entry cadet in January, 1933. He was awarded the D.S.C. in August, 1941, while serving in H.M.S. Nubian for his part in an action against an escorted Italian convoy and, while still serving in Nubian was awarded his first Bar for service in the Battle of Crete. While in command of H.M.S. Belvoir he earned the second Bar to his D.S.C. in April, 1944.

Rear-Admiral H. C. Martell, C.B., C.B.E., the Admiral Commanding Reserves, was the guest of honour and proposed the toast of "The Immortal Memory" on the occasion of the Trafalgar dinner in H.M.S. Wessex, the headquarters of the Solent Division, Royal Naval Reserve.

Captain G. H. Carew-Hunt, R.N., is to be promoted to Rear-Admiral to date January 7, 1965, and to be Admiral Commanding Reserves and Director-General of Naval Recruiting in succession to Rear-Admiral H. C. Martell, C.B., C.B.E., the appointment to take effect in April, 1965. A Gunnery Specialist, he has been Director of the Surface Division in the Weapon Department at the Admiralty since June, 1962.

Capt. P. M. Compston, R.N., has been appointed Commander, British Naval Staff, Washington, and U.K. National Liaison Representative to the Supreme Allied Commander, Atlantic, in succession to Vice-Admiral J. F. D. Bush, C.B., D.S.C., and two Bars, the appointment to take effect in February, 1965, in the rank of rear-admiral. At present serving in command of H.M.S. Victorious, Capt. Compston entered the Royal Navy as a Sub-Lieut. (A) in June, 1938. Promoted to captain in December, 1955, he has since been in command of H.M.S. Orwell, Captain (D), Plymouth, and Naval Attache, Paris, from May, 1960, to June, 1962.

Cdr. E. B. Ashmore, D.S.C., R.N., has been appointed Assistant Chief of

Defence Staff (Signals) in succession to Major-General A. M. W. Whistler, C.B.E., the appointment to take effect in April, 1965, in the rank of rear-admiral. Cdr. Ashmore, who entered the Royal Naval College, Dartmouth, in September, 1933, is at present the Senior Naval Officer, West Indies. He was awarded the D.S.C. for service during a Malta convoy in June, 1942, while serving in H.M.S. Middleton.

The Director of Naval Recruiting, Capt. A. R. Aldous, R.N., spent Trafalgar Day, October 21, at the school that produced the Royal Navy's most outstanding seaman. He inspected the Combined Cadet Force and attended the Trafalgar Day celebrations at Paston School, North Walsham, Norfolk, where Admiral Lord Nelson was a pupil.

Colonel F. N. Grant, R.M., has been appointed a Royal Marine Aide-de-Camp to the Queen from September 30, 1964, in succession to Colonel N. H. D. McGill, R.M.

Capt. Eric Payne has been appointed Commodore of the Royal Fleet Auxiliary Service with effect from September 1. He is at present in command of one of the latest fleet replenishment tankers, the R.F.A. Tidespring. He was Mentioned in Despatches for his service in Korean operations.

The Commander-in-Chief, Portsmouth, the Major-General, Royal Marines, Portsmouth, and the President of the Portsmouth branch of the Royal Naval Association will lay wreaths at the Naval War Memorial on Southsea Common at 0930 on Sunday, November 8. A guard will be paraded by H.M.S. Excellent and a short service will be conducted by the Chaplain of the Royal Naval Barracks. A wreath-laying ceremony will be held from 1035-1115 (approx.) on the same day at the Portsmouth War Memorial at the Guildhall. A guard of Royal Marines will be provided and detachments representing the Royal Navy, Army, Royal Air Force, Territorial Army, Civil Defence Corps, British Legion and other ex-Service organisations will be paraded in the Guildhall Square.

H.M.S. Londonderry (Cdr. D. E. P. George, R.N.) and H.M.S. Wizard (Lieut.-Cdr. A. B. Erskine, R.N.), visited London from October 6 to 9, berthing at Battlebridge Pier.

H.M.S. St. Vincent will be holding its annual fireworks display, which includes searchlight, floodlight and mast-manning displays on November 5. For the first time since the war there will be a "Button Boy" for the top of the mast. The salute will be taken by the Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.

United States Ships Forest Sherman, Moale and Rigel arrived at Portsmouth on November 3 for six-day visit. Forest Sherman and Moale will be open to the public between 1400 and 1600 on Sunday, November 8.



After the ceremony the ship's company exercised its privilege of marching through the town, the guard with bayonets fixed. The Mayor took the salute

## R.N.A.S. Brawdy follows in steps of Nelson

### GRANTED HONORARY FREEDOM OF HAVERFORD WEST

THE Honorary Freedom of the Borough of Haverfordwest, the County of Pembrokeshire, was conferred, in perpetuity, upon the captain, officers and ship's company of H.M.S. Golderest, R.N. Air Station, Brawdy, in a ceremony in Haverfordwest on October 1, as the Deed of Grant states: "In appreciation of the glorious traditions of the Royal Navy and in particular recognising and fostering the cordial association and relationship which has been enjoyed between the Borough and H.M.S. Golderest."

Before the ceremony the Mayor, Alderman John Harries, and Corporation walked in procession to the town football ground, where they were greeted by the Commanding Officer, Capt. W. I. Campbell, R.N., and the Flag Officer, Naval Air Command, Vice-Admiral Sir Richard Smeeton, K.C.B., M.B.E., representing the Admiralty Board.

During the ceremony the casket containing the Deed of Grant was handed to the captain, who signed the Honorary Freeman's Roll. In exchange he presented to the town a teak seat (constructed at the Air

Station by A.M.2. E. Wright), bearing the ship's crest over a suitable inscription.

Replying to the Mayor's address, the captain said that the occasion reflected the close ties which have existed for the past 18 years between the Fleet Air Arm and the County of Pembrokeshire and in particular with the ancient Borough of Haverfordwest. He also referred to the fact that among the Honorary Freemen of the town was the most famous naval officer of all times, Admiral Lord Nelson.

The ceremony ended with a fly past of 16 Hunter aircraft of 738 and 759 Squadrons, (the Naval Advanced Flying Training School), based at Brawdy, led by Lieut.-Cdr. M. I. Darlington, R.N.

The ship's company then exercised its privilege of marching through the town, led by the Royal Marine Band of the Naval Air Command, and the guard with bayonets fixed.

At the civil luncheon which followed some 60 naval personnel and their wives were present.



The casket containing the Deed of Grant of Freedom is trooped through the ranks of the parade, followed by the Mayor of Haverfordwest (Alderman J. G. Harries) and the commanding officer, Capt. W. I. Campbell, R.N. The casket-bearer is C.A.F.(O) J. Forrest, and he is flanked by L.A.M.(O) A. Rushworth and L.A.M.(O) M. J. Fenn

## ROYAL MARINES TO FLY COMMANDO HELICOPTERS

IN view of the increased number of helicopters introduced into the Navy, largely to meet the requirements of Commando ships, the Admiralty Board has decided that the Royal Marines should share with the Royal Navy the task of flying troop-lift helicopters.

A force of about 100 pilots is envisaged. For this purpose a number of officers will be specially enlisted into the Corps for duty as helicopter pilots. This scheme will be introduced early next year.

Entry will be as second lieutenant and will be for a short-term pensionable commission to age 38 or for a 12 years short-service commission, according to age on entry. All officers will, if they wish, be able to leave the Service after 5, 8 or 12 years with tax-free gratuities ranging from £900 after five years' service to £5,000 after 12 years' service.

Entry will be open to men between 17 and 26 years of age with 5 GCE passes at "O" level in acceptable subjects. During their service there will be opportunity for them to apply for transfer to a full-term permanent commission in the Royal Marines.

### LINKS WITH NAVAL AVIATION

The Corps has been linked with Naval aviation since its earliest days. One of the first four pilots to be trained for the Royal Naval Air Service was a Royal Marine. He joined the old Royal Marine Light Infantry in September, 1900, and served in the Corps until 1919, when he transferred to the R.A.F. He was Air Commodore E. L. Gerrard, C.M.G., D.S.O., who died last year. During the First World War he commanded the squadron that made the first invasion of Germany by air in September, 1914, and destroyed the Zeppelin L12. Prior to the war in 1913 he set up a new British passenger altitude record by taking two passengers to a height of 8,400 ft. in a B.E. tractor bi-plane powered by a 14-cylinder Gnome rotary engine.

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# Royal Naval Party Kilo keeps out the terrorists

## LEADING HANDS HAVE THEIR OWN 'COMMANDS'

SOME of the Royal Navy's strangest-looking craft, heavily camouflaged boats complete with sandbagged machine-gun nests and proudly flying the White Ensign, are operating along Sarawak's exotic South China Sea coast stopping and searching suspicious vessels which might be gun-running or bringing in Indonesian terrorists and saboteurs. These are the patrol boats of Naval Party Kilo, one of the oddest but most efficient small sea forces ever formed.

Kilo is the phonetic-alphabet word standing for K for Kuching, Sarawak's capital on the north-west coast of Borneo and main base for the patrol boats.

This special naval party was formed early this year with two officers and a group of ratings from the Singapore-based maintenance ship *Hartland Point*. The reason for forming it was that as the confrontation between Malaysia and Indonesia developed it became obvious that Indonesian terrorists were finding it easy to infiltrate into Sarawak by sea, especially in small boats which could hug the coast and land men and arms almost at will along the miles of deserted golden beaches.

At first the Navy took over some kotaks—small local fishing boats—and turned them into makeshift patrol boats, but then some naval stores tenders were sent out from Singapore Dockyard to strengthen the force. Armour plating was put on the wheel-houses and cable lockers were converted into machine-gun nests. Later L.C.As. (landing craft assault) joined Naval Party Kilo and the kotaks were returned to their owners much cleaner and in a much more seaworthy condition than they had been when the Navy took them over!

There are now many patrol boats, including a pinnace, and each has a crew of four. Royal Navy ratings have a reputation for looking after their own comfort, and the crews soon got to work. The boats now have bunks, tables and chairs, bookshelves, paraffin cookers and small ovens. Books and games are provided from the welfare fund.

### LEGAL RIGHT TO SEARCH

Each of the patrol boats has a leading seaman in command, and these cox'ns have a special warrant issued by the Sarawak Government giving them the legal right to stop and search suspicious boats and to fire on those which fail to stop after sufficient warning. "If a suspicious boat fails to stop, the patrol-boat crew fired across its bows. This has an electric effect!" said Lieut.-Cdr. John Rogers, R.N., who has been Resident Naval Officer, Kuching, during most of Naval Party Kilo's existence. He has just been succeeded by Lieut.-Cdr. J. H. de Courcy Hughes, R.N., who is already finding life in Sarawak rather more adventurous than his last appointment in the Naval Operations and Trade Division of the Ministry of Defence.

Most of the leading hands delight in having a "command" of their own in Naval Party Kilo. This type of patrol work quickly shows up any weaknesses the leading seaman might have, but generally the average leading hand improves with the opportunity for showing responsibility and individualism, and those with leadership qualities which may have been hidden before soon prove themselves as first-rate cox'ns.

### COURTESY CALLS

Earlier this year a leading seaman in charge of a kotak patrolling the huge Rejang River called at a small town which had not been officially visited by the Navy for over a year. Realising that he was senior Royal Navy Representative Rejang River, at the time, he donned his best sailors' hat



Mercurian on a river patrol

and immaculate jungle greens and went ashore to make official calls on the "mayor," district officer, and all the other inhabitants of any standing!

Another leading seaman, in command of a patrol boat off Sematan, Naval Party Kilo's forward base, which is only a few miles from the Indonesian border, made a name for himself one night when operating in support of Army units ashore. A minesweeper came to support the operation and the leading seaman gave such imperious orders over the air about where the sweeper should go and what it should do that the captain was convinced there was a senior police officer aboard the patrol boat!

A patrol-boat crew consists of the leading hand, radio operator, engineering mechanic and an able seaman. They also carry a Sarawak marine policeman when on patrol, and he does the interpreting and provides local knowledge.

The sailors do their best to teach the marine policeman English—with drastic results. One policeman was observed carefully studying a copy of "Navy News" which had a picture of a senior naval officer looking rather stuffy. The policeman was distinctly heard to comment: "Him big captain. Him shoot guns—bloody rhu-barbi!" At least he showed a remarkable grasp of the sailors' idiom.

A patrol lasts anything between three and eight days at sea, although its operations will be hampered severely by the approaching monsoons.

Some 60 miles of difficult coastline are covered from the forward base at Sematan. There was until recently another forward base at Seriki, down the Rejang River, but the coastline covered from there is now looked after by the marine police kotaks operating from Kuching.

The patrol boats have been working closely with a small section of Royal Marines, and also operate in close co-operation with the coastal minesweepers of the Royal Navy and Royal Australian Navy, which patrol deeper from shore.

### 'BIG SCROUNGERS'

The sweepers have been warmly welcomed by the small boats on patrol because from the bigger vessels they can get the odd stores, technical help and a bath or shower. The ratings of Naval Party Kilo have made a name for themselves as "some of the biggest scroungers since the wild dogs of Babylon"—the Resident Naval Officer's affectionate description of them.

The seamen in Naval Party Kilo are mainly boom defence technicians, brought out from the comparative comfort of such places as Rosyth. Many came out believing that they were going to form a boom depot in Sarawak and were surprised (to say the least) when they discovered what the job actually was.

The patrol boats are equipped with Morse and voice radio sets and their main armament is a Bren gun mounted forward and manned by the engineering mechanic. Each man is armed with his own Sterling sub-machine gun.

### BOATS NAMED BY CREWS

Each boat has been named by its crew. There is *Forsa*, reputed to have originally been a brigadier's banyan boat at Singapore, which is manned by men of the Royal Army Service

Corps, who have suddenly found themselves under naval command. There is *Bartender*, *The Saint*, whose crew have been in contact by letter with Leslie Charteris, author of the "Saint" books, and *Dunga*, the Gurmukhi word for dug-out canoe.

The crew of the *Andy Capp* are all fans of the well-known cartoon character of the same name, the *Fireball* was named after the crew's favourite television cartoon. The crew of *The Skull* gave their boat this name because they felt they looked rather like 20th-century pirates, the *Sungay* was named after the leading seaman's favourite racehorse. *Mercurian* has been adopted by and named after the Army signals unit at Kuching, and *Fishhead* was named by the R.N.O., who was, of course, a naval pilot!

Naval Party Kilo has a store and small workshop manned by a maintenance staff at the go-down (where the ratings go down to their boats) on Kuching's busy waterfront. The go-down is big enough for a deck hockey pitch for the naval party and for the minesweepers which tie up alongside the jetty.

The naval party's empire has expanded recently with the taking over of *Tanjong Po* lighthouse, 25 miles from Kuching, for use as a wireless station. Four men live in the lighthouse, which is reached by an arduous

climb up 400 steep steps and a hill path.

The ratings have built themselves an outdoor shower, heads, and have chopped down giant trees to make a helicopter landing pad beside the lighthouse.

Naval Party Kilo even has its own news-sheet—"The Kilo Herald"—to keep all the patrol boats and parties ashore up to date with the news.

The patrol boats' greatest successes so far have been the arrest of five illegal immigrants and a coup by *Forsa* which cannot be openly talked about yet.

### BEAT WORK

The significant thing is that there have been no known landings on the Sarawak coast by the Indonesians in the past six months, so it seems that the patrol boats are having the effect of the policeman on the beat and acting as a formidable deterrent to would-be infiltrators.

Lord Jellicoe, then the Minister of Defence for the Royal Navy, summed up the work of Naval Party Kilo during his recent visit to Sarawak. He said: "I was very struck as always, by the versatility of the British sailor. I saw at Sematan a petty officer who has had a very strange transfer. He

(Continued on page 9, column 1)

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Tanjong Po lighthouse, 25 miles from Kuching, recently taken over as a wireless station

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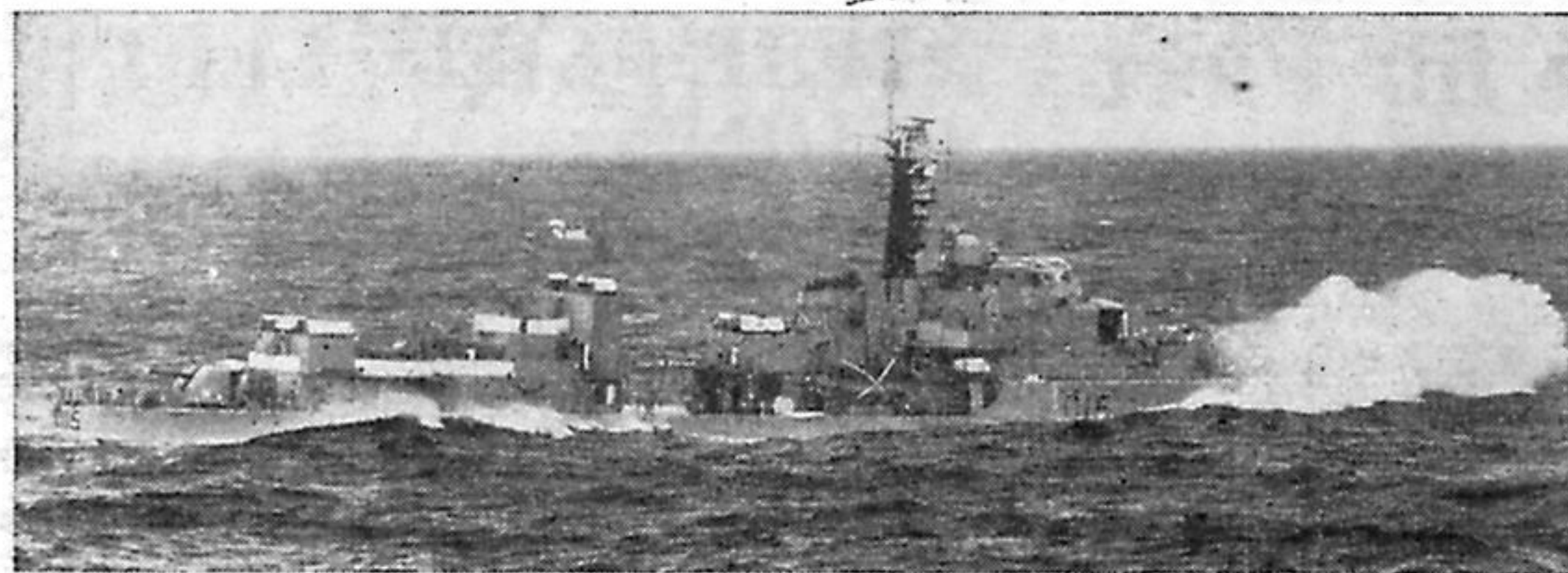
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H.M.S. Cavendish in monsoon weather off Socotra in May this year

## Cavendish returns home

### STEAMED 108,000 MILES DURING COMMISSION

WHEN H.M.S. Cavendish (Cdr. D. W. Brown, R.N.), returned to Portsmouth on October 22, she had steamed over 108,000 miles since commissioning at Gibraltar in September, 1962. When it is considered that this represents something over 60,000,000 shaft revolutions, and that the machinery is over 20 years old, the engine-room staff has a lot to be proud of.

The last foreign leg of the commission started in April this year, when Cavendish sailed from Portsmouth for "points East." This second leg, East of Suez, was to take her to Gibraltar, Malta, Aden, Bahrain, Mombasa, Singapore and Fremantle, Western Australia, and back again.

May and June were spent on the Middle East Station. May was a fairly quiet month with a trip from Aden to Bahrain for a short maintenance period and back to Aden. The passage

back provided some amusement for the crew of a Liberian tanker, which was passed, re-passed, and passed again—about five times in all—along the South Arabian coast. This was because the pleasant weather and leisurely passage speed allowed plenty of time to stop, lower seaboats, veer cable, in 2,000 fathoms (that dreaded deck tackle again) and fire guns at 4,000 miles of empty ocean. But then, just cruising around in the sunshine with nothing to do has always been

an overrated pastime—no matter what is said in the travel brochures.

After arriving in Aden, Cavendish joined forces with H.M.S. Centaur, to whom she was to act as "pilot fish" for the next couple of months. A week or so was spent on flying exercises in the Gulf of Aden, and then the ship was off to winter, East African style, in Mombasa.

#### LEAVE IN MOMBASA

Without stressing the comparison between Aden and Mombasa too strongly, a most enjoyable time was had by all on board. During the fortnight in Mombasa, apart from the night life, most of the ship's company were able to take a couple of days' leave in the neighbourhood, and many paid a visit to the Tsavo National Park to see the game. The number of photographs of the fast-retreating stags and gazelles and other wild life which were taken was legion. A suitable caption to most of them would be "Well, you can just see what it's supposed to be." Cavendish finally left Mombasa refreshed in wind, limb, spirit, and machinery spaces—but fresh out of cash.

From Mombasa it was a case of "Go to Aden. Go directly to Aden. Do not pass Gan, do not join the Far East Fleet." The ship's company began to wonder whether it would ever see Singapore on this leg. After chasing round after Centaur for a spell, a fruitless search of Socotra for a merchant ship reported in distress in the Force 8 monsoon blowing at the time, and yet another visit to Aden, this time for fuel, the destroyer was finally off to the Orient. *En route* she stopped at Gan for more fuel, followed by a swift and sharp exercise in the Malacca Straits, and eventually arrived in Singapore on July 13, only three months after leaving Portsmouth.

#### INSPECTION IN SINGAPORE

A much-needed period for assisted maintenance alongside H.M.S. Hartland Point was followed by the second week of Exercise "Fotex 64"—the Far East Fleet's major exercise of the year. Back to Singapore again, this time to prepare for Captain (D)'s inspection. This was the first time during the commission—by then nearly two years old—that the ship had had a "proper" inspection and no one questioned the propriety of this one. It took a long time to catch up with Cavendish, but certainly made up for this in its thoroughness.

Ten days were spent in recuperating, and during this period one-third of the ship's company changed—what was to have been the first phase of the ship's phased recommissioning. After this it was away again across the Equator, this time in company with H.M.S. Victorious—to Australia.

Arriving in Fremantle, much comment was aroused by the ship's stern-first entry into harbour.

Australia is thoroughly recommended as a place to visit. No doubt many have said this before—and long will it continue. The hospitality received was overwhelming—literally. Parties, dances, "up-homers," the lot. Almost, in fact, more than could be coped with. Interest was shown in the ship, as well as her inhabitants, and over 18,500 visitors went on board during the four days that the ship was open.

#### LATE LEAVING STATION

Leaving Fremantle on September 8, it was immediately discovered that the ship's "safe and timely arrival" in Portsmouth was beginning to look a

(Continued in column 4)

## Puma on the prowl again

H.M.S. Puma recommissioned at Portsmouth on October 30 for a general service commission on the South Atlantic Station. The diesel-powered anti-aircraft frigate of 2,400 tons has just completed a long refit in Portsmouth Dockyard.

A serious fire on board the ship on June 11, the day before she was to have sailed for trials in the Channel, has delayed the recommissioning of the ship.

The new commission will be the ship's fourth full commission since she was completed in 1957.

She is under the command of Capt.

M. N. Lucey, D.S.C., R.N., who is a navigation specialist. Among the ship's company is a large number of ratings who have volunteered for the commission.

The ship was adopted by the County of Monterey in California during the second commission and she has the Freedom of the Ports of the County. The captain, by virtue of his appointment, is an honorary sheriff of Monterey.

#### FLORA COULDN'T GET LEAVE

The ship's mascot is a puma named Flora, presented to the ship by John Steinbeck the well-known author. Unfortunately Flora lives at Paignton Zoo and could not obtain leave to go to the commissioning ceremony, but the ship's company hope to visit her when the ship is nearer to her home. However, she has a sister who has passed through the hands of a taxidermist, and is more docile, and she was present.

The ship's company held a commissioning dance on commissioning day at H.M.S. Excellent. The commissioning cake, which was baked some time ago before the ship's completion was delayed, had been maturing fruitfully in the meantime. The old icing had been chipped off and a brand-new coating of sugar provided, and this cake was consumed at the dance.

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## NAVAL PARTY KILO

(Continued from page 8, column 5) was employed on boom defence in Scotland, which can be rather cold, and within 48 hours or so he was operating off the Borneo coast. There was also a seaman dressed in jungle clothes going through a firing course—and hitting the targets!

"The Navy is doing a magnificent job very cheerfully, as one fully expects. I for one am very proud of the way they are doing it—efficiently, cheerfully, and not least, in very friendly, close association with the people of Malaysia."



When the Minister of Defence for the Royal Navy, then Earl Jellicoe, seen here in a Petty Officers' Mess in H.M.S. Centaur with the Executive Officer, Cdr. D. W. Bazalgette, R.N., talking to P.O. Std. Gash and Mech. Wills, he visited Naval Party Kilo, saying, "The Navy is doing a magnificent job very cheerfully"

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## 'Exceptional' promotion for Fleet Air Arm Pilot's Borneo service

**L**IEUT.-CDR. (S.L.) David Frank Burke, M.B.E., R.N., who entered the Royal Navy as a rating in 1944, has been specially promoted for his outstanding achievements in command of a Fleet Air Arm helicopter squadron under active service conditions in Borneo to Commander to date October 1. The Admiralty Board has approved his under-zone promotion as "an exceptional measure" and outside the quota of planned promotions.

The Navy Department of the Ministry of Defence states that such a promotion was only rarely given in peacetime. In the normal course of events 38-year-old Commander Burke would not have had sufficient seniority as a Lieutenant-Commander for further promotion until March, 1967.

Commander Burke, whose home is at Osborne Park, Helston (Cornwall), first learned of his promotion when he visited the Chief of Naval Personnel and Second Sea Lord (Admiral Sir Royston Wright, K.C.B., D.S.C.), at the Ministry of Defence, Whitehall, on the morning of October 1. He is at present serving at the Joint Warfare Establishment at Old Sarum (Wiltshire).

He qualified as a pilot of torpedo, bomber and reconnaissance aircraft in Canada and was first commissioned in the Royal Naval Volunteer Reserve. At the end of the war he was granted a short service commission in the Royal Navy and continued flying as an anti-submarine pilot in the aircraft carriers Albion and Victorious.

In 1959, he trained as a helicopter pilot, served as senior pilot of 824 Squadron and was granted a permanent commission on the Supplementary List in 1959, when he was promoted Lieutenant-Commander.

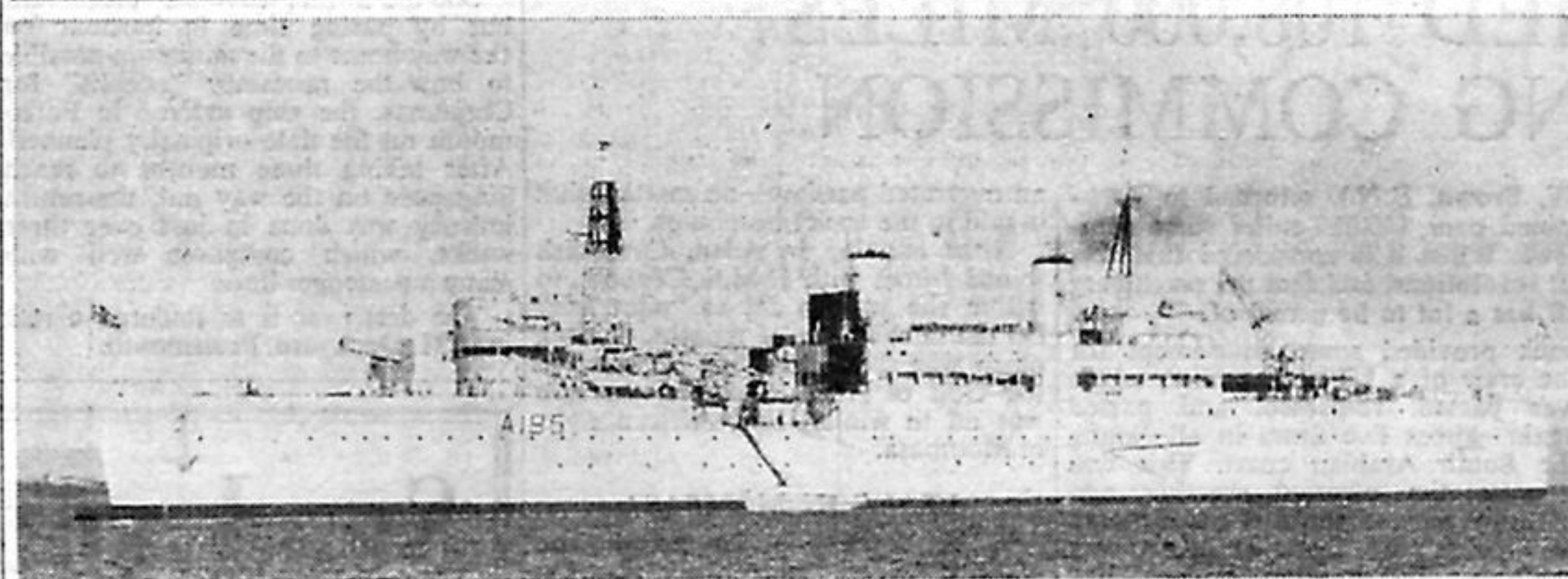
He took command of 846 Whirlwind Squadron on formation in December, 1961, and sailed in H.M.S. Albion to the Far East. The squadron was disembarked for operations in Borneo and Commander Burke continued

serving there until March of this year. He was awarded the M.B.E. in January.

Earlier this year, 846 Squadron received the Boyd Trophy, the Fleet Air Arm's premier award, for its work under arduous and primitive conditions in the Borneo jungle. The citation at the time referred to the remarkable achievements of the small squadron, functioning alone in a gruelling climate, and the high standard of skill and courage displayed by pilots in the evacuation of casualties and other flying tasks.



Cdr. David Frank Burke, M.B.E., R.N.



## Maidstone goes south for Christmas shopping

**O**N October 23, after her annual inspection, H.M.S. Maidstone (Capt. B. H. G. M. Baynham, R.N.), sailed from the Tail of the Bank for the more temperate climate of the south. She arrived at Gibraltar on October 28, where she was joined by the Third Squadron submarines, H.M.S. Ocelot, H.M.S. Olympus and H.M.S. Orpheus.

Although there is much work to be done while at "The Rock," personnel

have plenty of opportunity to get ashore and, for those who have been getting their passports renewed during the past few weeks, visits across the border into Spain are an attraction.

Maidstone will depart from Gibraltar on November 4 and anchor off Cadiz for the week-end of November 7-9. Here she will pick up about 20 of her ship's company who volunteered to walk the 100 miles from Gibraltar, camping on the way.

Before leaving Cadiz, a number of keen cyclists will be landed and, for the next few days, these eager athletes will be pedalling through Spain and Portugal towards Lisbon.

After exercises at sea Maidstone will sail through the entrance to the River Tagus to enter the Portuguese capital on Friday, November 13, and she will be joined there later in the day by the submarine H.M.S. Olympus under the command of Lieut.-Cdr. J. L. S. Beauchamp, R.N. This is by no means an unlucky date for the ship's company, for this is the beginning of a five-day visit to a city where

A recent picture of H.M.S. Maidstone, taken off Rothsay

there is much to be seen and much to do. With the approach of Christmas, shopping for presents will, no doubt, have high priority.

After departure from Lisbon on November 18, Maidstone will head for the cooler north and, after further exercises, will return to her base at Faslane on November 25.

## EXCELLENT 'TWISTERS'

**T**HE finals of a "Twist 'n' Jive" competition took place in the Whaley Club, H.M.S. Excellent, on October 20, and was a huge success. This year's competition was the second of its kind and the event has proved so popular that it is to be an annual affair.

On Tuesdays and Thursday evenings each week large eager and friendly crowds attend the club, jiving and twisting to the top Hampshire groups and bands. The finals last month were attended by over 200 enthusiastic people. Pete Stroller and the Drifters provided the beat, with Mr. and Mrs. A. Pullin acting as celebrities.

Twelve couples, chosen from heats during the previous four weeks, jived and twisted in the final, which was judged by P.O. E. Halfpenny, L. Wren, M. Stamp and Miss E. Williams. All finalists put on a first-class performance, and three couples were selected after the count up to dance a decoder.

### WINNERS

E. M. Haws and Miss Mowatt took first prize, Mr. Grogan and Miss Morris second prize, and A. B. Davies and Wren Bagnall took third prize.

Mr. and Mrs. Pullin presented the couples with their prizes and the evening ended at 11 p.m., as it had begun, in full swing, all competitors looking forward to next year's final.

## Herts Branch welcomes its new President

**T**HE Herts Branch of the Royal Naval Association recently held a "Messdeck Supper" at a local hostelry, when a large company of shipmates welcomed their new President, Admiral Sir Alexander N. C. Bingley, G.C.B., O.B.E., and also visiting shipmates from Stevenage and Welwyn Garden City Branches.

The branch's annual dinner is to be held on November 20 at the Shire Hall, Hertford, and shipmates are looking forward very much to this occasion.

Shipmates of the branch learned with deep regret of the passing of

(Continued on page 11, column 5)

## 'BEST FLIER' LEFT BEHIND

**M**OST of the pilots of 846 Naval Air Squadron returned home on October 28 after nearly two years in Borneo leaving behind in the jungle the member they all agree is the "best flier" in the Squadron. The member's name is "Rastus" and he is a bird, a lorikeet (a kind of parakeet) in fact.

"Rastus," who was adopted by the Squadron, is not only the best flier; he is also one of the Squadron's heaviest drinkers. And, in common with most pilots, his favourite drink is a "Horse's Neck" of brandy and ginger ale.

The Squadron, which has been disbanded after a two and a half year commission, has been engaged in operations against Indonesian aggression over some of the most difficult flying country in the world.

Since being recommissioned at R.N.A.S. Culdrose, Cornwall, in the summer of 1962, the Squadron's seven Whirlwind helicopters have flown well over 6,200 hours, the equivalent of one Whirlwind going round the world 20 times.

Within minutes of leaving Borneo for the last time to join the commando carrier, H.M.S. Bulwark, at sea, the Squadron had painted "For Sale" notices on their aircraft.

The squadron's commanding officer is Lieut.-Cdr. John Stuart-Jervis, R.N., who before going to Borneo spent more than two years with a U.S. Marine Corps helicopter squadron, part of the time in Vietnam. Lieut.-Cdr. Stuart-Jervis, who escaped unhurt when the Seahawk he was flying was shot down at the time of the Suez crisis, joined the navy as a boy seaman in 1943, was commissioned in 1951, and began flying in 1954.

He took over the command from Lieut.-Cdr. David Burke, M.B.E., R.N., the Squadron's first C.O. on re-commissioning, who has since been specially promoted to Commander.

When members of the Squadron flew into London Airport they were met by Flag Officer Naval Air Command (Vice-Admiral Sir Richard Smeeton, K.C.B., M.B.E.).

## Frigate salvages 1,400 ton ship

**H**.M.S. Loch Killisport (Cdr. G. M. S. Sayer, R.N.), has just completed the successful salvage of the 1,400 ton Chopin, owned by the Guan Guan Shipping Company. The vessel went aground on a coral reef near Tawau, where the Loch Killisport was patrolling as the Guardship in support of Malaysian and British anti-infiltration security forces in North Borneo.

The frigate put a salvage crew of three officers and 23 ratings on board the casualty, and four divers worked round the clock to locate and repair the damage. Cargo was shifted and most of the water pumped out before the first tow could be attempted. This first try was unsuccessful and a violent squall pounded the ship on the reef causing further damage.

In all, four attempts were made to tow before the fourth try forced the ship off the coral following 24 minutes of continuous full power astern.

A salvage crew remained on board for the passage of Chopin to Tawau, and a small control party remained in the North Borneo township to help the repair work while Loch Killisport resumed her Guardship duties.

In command of the salvage party in Chopin was Lieut.-Cdr. E. Spencer, R.N.

## U.S. SHIPS VISIT ROSYTH

**F**OUR ships of the United States Navy visited Rosyth during October. They were the U.S.S. Elokomin (Capt. C. H. Carr, U.S.N.), an auxiliary oiler attached to Service Force, Atlantic Fleet, and the United States ships Semmes (Cdr. R. C. Wellander, U.S.N.), Charles F. Adams (Cdr. R. R. Monroe, U.S.N.) and Tattnell (Cdr. W. F. Regan, U.S.N.), all belong to the Sixth Destroyer Squadron, commanded by Capt. E. C. Hipp, U.S.N.

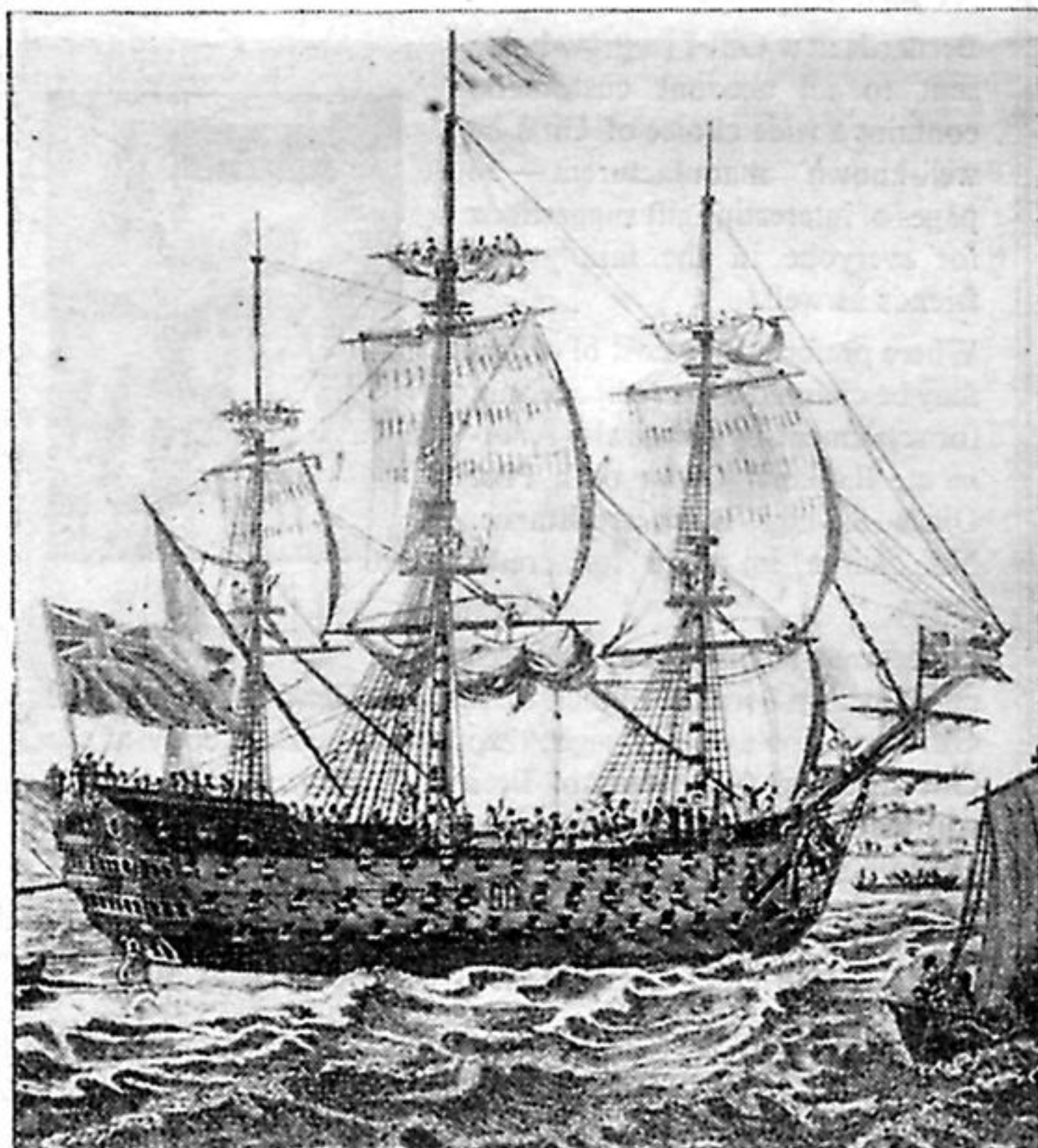
The destroyers are armed with guided missiles and are designed to act as escorts for an attack carrier. Two or more act continuously with the carrier giving her anti-submarine and anti-air protection while the ships are operating at high speeds and over long distances.

They are equipped with the latest modern weapon systems, including surface-to-air Tartar missiles, an Asroc anti-submarine warfare system, two 5-inch, rapid-fire gun mounts and six A.S.W. torpedo tubes. Displacement is 4,500 tons, length (o.a.) 437 feet and beam 47 feet. Normal complement is 20 officers and 310 ratings. These destroyers are capable of speeds in excess of 30 knots.

### TOURS OF EDINBURGH

During the visit calls were made by the commanding officers on the Lord Provost of Edinburgh, the Provosts of Dunfermline and South Queensferry and on senior officers of the Royal Navy in the area. An extensive programme which included tours of Edinburgh, exchanges of hospitality with Royal Naval establishments and visits by school children to the ships was arranged.

Capt. Carr has a distinguished record in aviation. He is also a keen player of the bagpipes, being a member of an Edinburgh Piping Society.



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## WRECK OF AN OLD SIRIUS FOUND

**W**ITHIN a week of the launching at Portsmouth of the new Leander class frigate Sirius, the wreck of what is almost certainly the 36-gun ship of the Royal Navy of the same name, sunk in action in 1810, was found in some 70 feet of water off the island of Mauritius in the Indian Ocean.

The discovery has been made by a combined group of amateur divers from H.M.S. Mauritius, the Naval wireless station, the Mauritius Underwater Group and from the French warship Le Provencal. Operating from a vessel of the Mauritian Naval Volunteer Force, the divers located the wreck of the old ship off Grand Port.

Much of the after part of the vessel was buried in mud and sand, but the adjacent hull and pump housings are reported in a reasonable condition. While many cannon were still lying on deck, the presence of hull fasteners and planking nails indicate that some of the hull may have broken up. The wreck is to be declared a historic relic by the Government of Mauritius to protect it from wilful plundering in the future.

In charge of the diving of the combined party was Quarter Master Sergeant Victor Farrington of the Royal Marines, born in Marylebone, whose wife is with him in Mauritius.



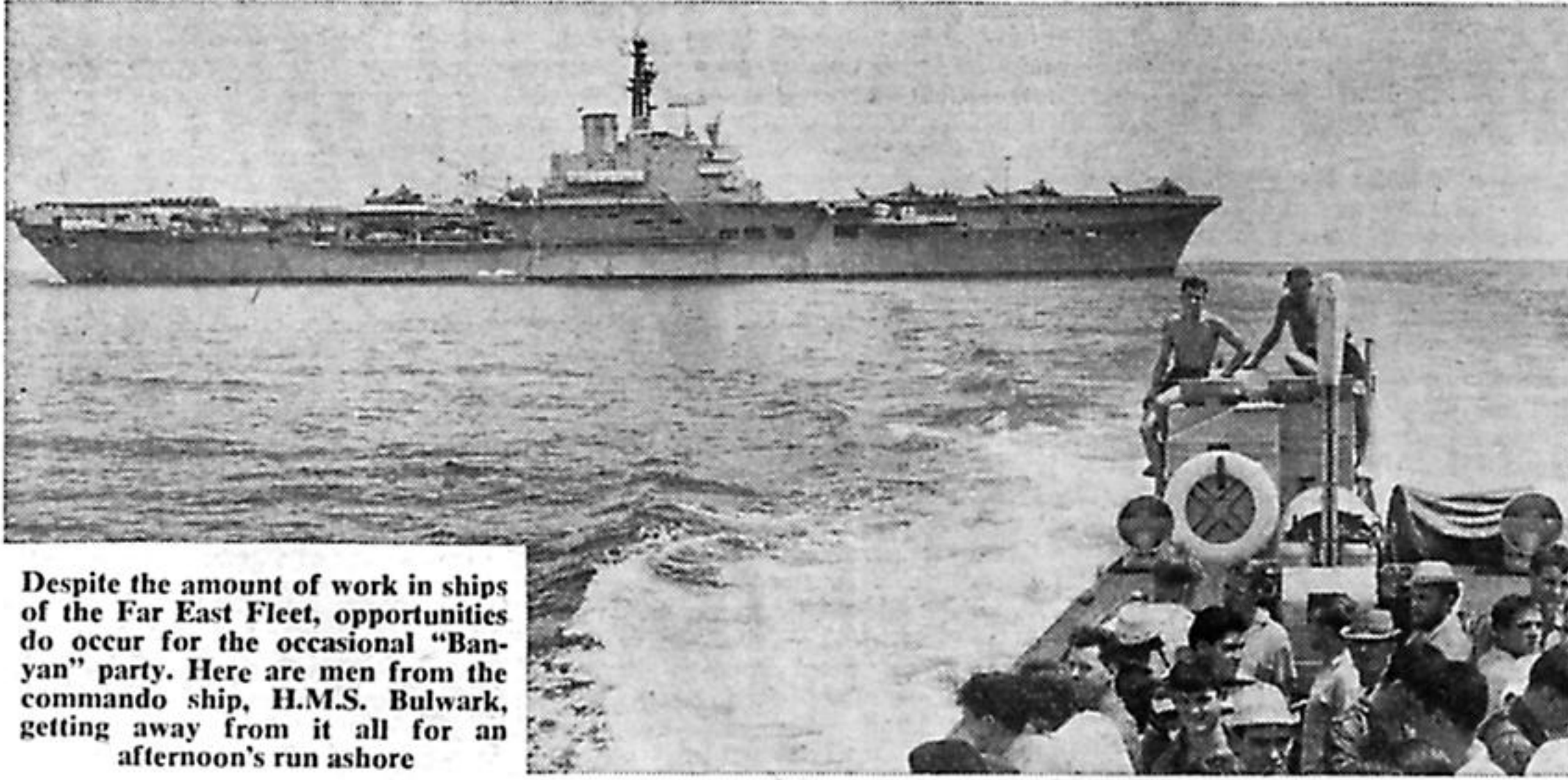
## NAVY PILOTS IN MALAYAN JUNGLE

THE Royal Navy's helicopter contribution to the operations against Indonesian aggression have taken another turn in the last month, with more of H.M.S. Bulwark's aircraft being landed ashore to support follow-up action by Malaysian, Gurkha and New Zealand troops in the hunt for Indonesian paratroopers who landed in the jungle of Malaya.

Many of the 845 Squadron pilots who were first put ashore had just returned from detached duty in the Borneo jungles, where the trees are—if anything—slightly higher, and the landing sites slightly smaller than Malaya.

In the meantime 846 Squadron with its Whirlwinds remain at the shores in North Borneo while their bigger Wessex brothers fly on and on a few hundred miles away in Sarawak.

Back in Malaya the 845 Squadron Wessex have been joined by helicopters from H.M.S. Victorious, as the hunt for the Indonesian raiding parties goes on.



Despite the amount of work in ships of the Far East Fleet, opportunities do occur for the occasional "Banyan" party. Here are men from the commando ship, H.M.S. Bulwark, getting away from it all for an afternoon's run ashore

### NOTTINGHAM'S 'NAVAL REVIEW'

THE Sherwood and Arnold branch of the Royal Naval Association, which has sponsored "The Naval Review," the organ of the Nottingham Naval Associations, is to be congratulated upon another fine volume for 1964.

Published at 2s. (2s. 6d. including postage), the booklet, which is very

well produced, contains many articles and short stories of considerable interest. Forewords are by the Lord Mayor of Nottingham; Admiral R. St. V. Sherbrooke, V.C., C.B., D.S.O.; Rear-Admiral A. D. Torlesse, C.B., D.S.O.; Capt. A. D. H. Jay, D.S.O., D.S.C., R.N.; and the editor, Mr. J. Metcalfe.

Complimentary copies were sent to every branch of the Royal Naval Association but "unfortunately only a handful of branches acknowledged the

receipt of the same, which was disheartening to say the least," says the editor in his foreword, which pays tribute to the assistance he received from those interested in naval affairs in Nottingham.

The publication of the 1964 Review was delayed because of the sad death of the former editor, Cdr. E. Davies, but it is hoped to publish the 1965 edition in January next. Copies may be obtained from Mr. J. Metcalfe, 22 Highfield Grove, West Bridgford.





# THE ROYAL NAVAL ASSOCIATION

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## H.M.S. DRAKE CHURCH FILLED FOR DEDICATION CEREMONY

SHIPMATES of the Plymouth branch of the Royal Naval Association, together with members of other ex-Service Associations, joined "Boatmates" of the Submarine Old Comrades' Association, at a service in St. Nicholas Church, H.M.S. Drake, on October 4, to dedicate the Submariners new Standard.

The dedication was conducted by the Lord Bishop of Plymouth in a church filled to capacity, after which he gave an excellent address and, to those who were privileged to attend, it remains an unforgettable experience.

The service was followed by a march past at which the Plymouth branch Standard Bearer, Shipmate F. Cocks, who is also Publicity and Welfare Officer of the Submariners, insisted on carrying the Royal Naval Association Standard on such a special Old Comrades' Association occasion.

Tea was laid on by H.M.S. Drake for all taking part.

### SOCIAL ACTIVITIES

Social activities are helping to bring together shipmates of the branch and their friends and are also the means of meeting the members of other branches. On October 3 the Eastbourne branch visited Plymouth. On October 10 the Woodland Players, firm friends of the branch, entertained

the members with one of their hilarious shows. On October 17 Shipmate J. Webb, complete with banjo, compered an evening's entertainment and, in his own inimitable style, got impromptu acts on to the stage and it was obvious from their efforts that there is a lot of latent talent in the West Country.

The Bristol branch made their third visit during the year to Plymouth on

October 31 and, as on previous occasions, the evening was most enjoyable.

Shipmate L. Gray, the branch chairman, represented the Association at the Burma Star Association's annual dinner and dance on October 10, and on October 24 Shipmate W. Powell the branch secretary was the representative at the Submarine Old Comrades' Association annual reunion and dinner at Portsmouth.

## 'All ship-shape and Bristol fashion' at Sheffield

EVERYTHING was "ship-shape and Bristol fashion" on October 11 when the City of Sheffield Branch of the Royal Naval Association dedicated its new Standard at Wadsley Parish Church, Sheffield, and all who attended praised the organisers for their work. The Sheffield shipmates wish to thank all shipmates from No. 11 and No. 9 Areas who attended for their welcome support.

The service was conducted by the Vicar of Wadsley, the Rev. R. E. Harris, M.A., and the Right Rev. G. V. Gerrard, C.B.E., M.C., M.A., Assistant Bishop of Sheffield, dedicated the Standard. In an impressive address the Bishop referred to service conditions he had come across during his Service career. The lesson was read by the president of the branch, Shipmate T. S. Smith.

The Master and Mistress Cutler, Mr. and Mrs. J. R. A. Bull, were the principal guests. Among many other guests were Capt. M. J. Lee, D.S.O., R.N., and Mrs. Lee, and Sheffield dignitaries.

The Sheffield Sea Cadets, headed by their band, together with the Royal Marine Cadets and members of the Girls' Nautical Training Corps, led the parade. Shipmates from Wear, Sunderland, Newcastle and Gateshead, Middlesbrough, Seaham, Philadelphia, Doncaster, Blackhall, Hull, Lincoln and Whitwell were in the parade, and their Standards made a colourful scene for the public of Sheffield. The ex-Submariners were also represented.

The march past was at the Sheffield Sea Cadet Headquarters (Lieut.-Cdr. (S.C.C.) G. A. Lill, B.E.M., R.N.R.), and the salute was taken by the Master and Mistress Cutler and the branch president.

### MASTER CUTLER DELIGHTED

The Master Cutler was highly impressed and expressed his delight at being asked to attend such an important event. Visiting shipmates stated that the Sea Cadet band was the best that they had marched to for a very long time.

The ladies of the branch did a first-class job in providing for the "inner man," and, with the good weather, the whole event was an outstanding success.

## U.S. Navy men visit Cheltenham

TWO men who had been corresponding with each other for three years met, for the first time, at the beginning of October. The men are Mr. Max I. Winterburn, of Cheltenham, Secretary of the British section of the International Submariners' Association and Chief Torpedoman Joe Negri, National Commander of the United States Submarine Veterans, an organisation which gives the International Submariners' Association about 500 of its members.

Chief Torpedoman Negri is serving in U.S.S. Piper and when that submarine visited Portsmouth after taking part in N.A.T.O. exercises, a meeting was arranged.

Mr. Winterburn and Mr. Don Ritchie, of Orpington, the British chairman, went to Gosport and were hospitably entertained by those on board Piper, and then Chief Torpedoman Negri and Chief Electronics Engineer Frank Tomazin, also serving in U.S.S. Piper, paid a visit to Cheltenham.

Before leaving to return to their ship, Mr. Negri handed over to Mr.

## No. 8 Area—account of stewardship

DEAR Shipmates.—Having completed 12 months as National Council Member for No. 8 Area, I feel I should make some sort of a report on my progress.

When I was elected I drafted a letter to all shipmates in my Area, thanking them for support and promising to visit their branches—a promise which I fully intended to keep. Not having transport of my own this was far more of a task than I had realised and, so far, I have been unable to redeem my promise in full.

However, the Area Committee holds its monthly meetings at a different branch each month and so I have met most of the Branch Main Committee members, and can now say that I have kept my promise and know the different branches and quite a few of their shipmates.

Turning to meetings of the National Council, I have attended all which have been called and made my views and those of my Area known and appreciated. All our Vice-Presidents and National Council Members are sincere and devoted to our great Association as, indeed, I am myself.

### HAPPINESS AND SADNESS

There has been quite a lot of happiness for me during this term of office so far but also one or two moments of sadness, such as when I had to return Nuneaton's grand Standard to Headquarters, the branch having closed, like a few others before my election. Most of these branches I can remember—Kenilworth, Stratford-on-Avon, Savage, V.C. and Burton-on-Trent. If at all possible

I will, of course, re-open some of them, and hope I am able to do so.

Now I can turn to a much brighter side of things—the opening of new branches. It has been my great privilege and pleasure to open two new branches during this 12 months—Broseley and Tamworth—both of which I feel sure will swell to good sized branches because they already have the grand spirit of our Association.

Before I close I must mention my grand Area Committee, all now firm friends of mine. The Area President, Shipmate "Jim" Wark, a friend for many years past, as also is the Area Chairman, Shipmate Norman Stubbs. The Area Treasurer, Shipmate Graham Evans, who keeps the funds in fine style and never gets involved in silly disputes and arguments.

Last, but by no means least, I must mention my friends the Area Secretary Shipmate "Fred" Monaghan and his wife who not only keep the records in perfect order, but provide my much needed transport to meetings.

A finer bunch of shipmates I have never met in my journeys to various other Areas, so I have great hopes of this Area going from strength to even greater strength.

Cheerio, Shipmates everywhere, and all success to our Association in all its dealings and ventures.—Yours, etc., GEORGE HOARE, National Council Member, No. 8 Area.

## 'LET BATTLE COMMENCE'

THE annual ex-Services' Associations parade took place at the Parish Church, Sevenoaks, on October 18, and the local branches, with their Standards, made a colourful display before a full congregation, among whom was the Chairman of the Sevenoaks Urban District Council.

Admiral Sir Henry Moore, G.C.B., C.V.O., D.S.O., and the branch President, Shipmate F. Hull, read the lessons.

The little bantering match between Sevenoaks and the Portland Branch still goes on. It is obviously of such a friendly nature that the editor feels obliged to let it go on a little longer and prints the latest broadside with pleasure.

"And now, Sir, that bloke down at Portland, saying that I tried to smuggle purple hearts on to the island. Why they have more rackets down there than I ever ran when I was in the Andrew, and if he is not careful I will hop down there and join them. Believe you me, that will shake him. If I was to tell you what I saw while down there—but, there, I better not."

"But I really cannot understand what the police are doing. Regarding the dodging business at the conference, I was watch aboard and tried to get a sub, but no joy. I asked the 'Jossman' if I could go ashore, and he told me to get to . . ."

"As for Portland's secret weapons, why, they still use the old maxim guns down there—secret weapons!—boloney. But let them take warning and be on their guard. We men of

## FINSBURY ON THE MOVE

AFTER a very indifferent spell the Finsbury Branch of the Royal Naval Association decided to move its headquarters as part of a campaign to try to restore the branch image to its former active and attractive self, and the shipmates have been fortunate in securing a fine room at the Clerkenwell Tavern, Faringdon Road, E.C.1, the transfer into which took place on November 2.

There appears to be every facility for a successful and thriving branch and it remains for the members themselves to make it so. All old and lapsed shipmates have been contacted and there are to be efforts to publicise the branch in the local Press.

Tuesday, November 10, will see the beginning of the new commission when male members of the Association are invited to spend an evening on the "lower deck," something which Finsbury believes to be unique. On Saturday, November 14, there will be a grand opening social at which the Mayor and Mayoress are expected.

The organisers state that everybody will be welcome and they would be grateful for the support of all members.

Weekly meetings will be held in future on Tuesday, commencing November 10, and the monthly socials will continue to be held on the first Saturday of each month.

Ritchie, for the British section, a shield bearing the Piper's crest.

Members of the British section recently went to the Gareloch to attend the anniversary of the sinking of H.M. submarine, K.13.

Lady Smeeton, wife of the Flag Officer, Naval Air Command, opens the exhibition of Naval Air Command Handicraft at H.M.S. Ariel on November 27.

Earl Mountbatten of Burma and the Flag Officer, Naval Air Command, attend the Taranto Dinner in H.M.S. Ariel on November 13.

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## NEW BRANCH GAINS EFFICIENCY CUP

THE annual rally of No. 6 Area of the Royal Naval Association (Beds, Bucks, Oxfordshire, Herts, Hunts and Berks), was held at Slough on September 26 and branches from the whole of the Area were represented with their Standards, over 300 Shipmates and their wives attending.

Slough Branch, which was the organising branch, paid up its old Standard, and the new one was dedicated, at a very dignified and impressive ceremony, in the presence of Rear-Admiral I. McGeoch, D.S.O., D.S.C., A.D.C., together with the civic dignitaries of Slough.

At a social evening after the rally the Area President, Shipmate J. Freyer, presented the Area Efficiency Cup to

the Didcot branch, its chairman, Shipmate F. Buttons, B.E.M., receiving it on behalf of his branch.

Didcot branch, which was formed in January 1962 with six founder members, has now a ship's company approaching 50. At the beginning of September this year the branch Standard was dedicated. It was because of the achievements of the Didcot branch in the short time since it was commissioned that the No. 6 Area Committee decided that the cup should go to Didcot.

## No. 3 Area met at Eastbourne

CONTINUING its policy of holding two meetings each year east and west of the Area, the delegates of No. 3 Area of the Royal Naval Association met for the last quarterly meeting at Eastbourne.

A welcome visitor was the Secretary to the Council, Shipmate Lieut.-Cdr. Maskell, who is always ready to give guidance on knotty subjects that may arise.

Shipmate Briggs reported on a meeting of the fund raising committee which he attended. Reporting that many avenues had been explored, he said that the findings would be promulgated in due course.

The Area Treasurer, Shipmate Ball, was again able to give a healthy report on the Area funds.

It would appear that numbers in the Area had fallen, but as members over 65 do not pay subscriptions, although their names are on the Headquarters Roll, the decline was, perhaps, due to this fact.

Shipmate A. Legg, the Area Secretary, stated that a plot had again been allocated in the Field of Remembrance, and it was hoped that all branches would plant a cross.

It was reported that the Annual Reunion would be held next year and that the Annual Conference would again be held in London.

On conclusion of the meeting the delegates were entertained to tea by the Eastbourne members.

## MET FOR FIVE MINUTES AFTER 45 YEARS

FOLLOWING a report in "Navy News" Shipmate Sandells, of the High Wycombe branch of the Royal Naval Association, communicated with that old stalwart of the Dagenham branch, Shipmate J. Pennells, 82 years old. They served together and last met on board H.M.S. New Zealand in 1919 when that ship was on a world tour.

The secretary of the Dagenham branch, Shipmate S. Price, took Shipmate Pennells by road to High Wycombe only to find Shipmate Sandells, who is 66, just going back to work and they had only a five-minute chat. Arrangements are being made, however, for the whole of the Dagenham branch to go by coach to High Wycombe for a social evening where, no doubt, the two shipmates will reminisce over events of 45 years ago.

When the Dagenham branch held its 28th Annual Dinner on October 17 a total of 140 were present, including the Mayor of Dagenham and Senior Inspector Shipmate "Tim" Riley of the local N.S.P.C.C., and the local Secretary, Mrs. Teresa Greene, together with local councillors.

The Dagenham branch helped to raise £250 for N.S.P.C.C. funds at its annual fete on October 3.



The key, carried by P.O.(G.I.) E. Figg, and escorted by four gunnery instructors dressed in the uniform of 1st Class P.O. gunners' mates of the 1830's, who, with arms reversed, slow marched to the captain of H.M.S. Excellent, who received the key which will be kept among the many trophies in Whale Island

## OLDEST NAVAL INSTRUCTORS' MESS CLOSES

### New quarters named after most famous Gunner's Mate

THE Petty Officer Staff Instructors' Mess in H.M.S. Excellent closed its doors for the last time on October 9 and a mess which has been "home from home" for gunnery instructors and his forbears the gunners' mates, for 74 years, was no more. The instructors have now moved into the new Petty Officer Edgar Evans block on the island.

The gunner's mate, as his name implies, was originally the assistant to the master gunner of the ship. As such, in the very early days of gunnery, he was a general dogsbody, store-keeper and tallyman, and in this capacity the gunner's mate can be traced back many, many years. In those days, in fact, anybody of consequence had a "mate."

When the Gunnery School was permanently established in the "Excellent" in 1832, the Gunner's Mate came to stay. In February of that year Their Lordships directed "...that a proportion of intelligent, young and active seamen shall be engaged for the important situation of master gunner, gunner's mate and Yeoman of the Powder Room, and who shall instruct the officers and seamen on board in the various duties at the guns". These men were engaged for five or seven years, probably the first ever permanent engagements, as general service did not come into being till around 1856. Eventually, all petty officers who had been trained in the Gunnery School were rated gunner's mate.

#### CHANGES IN NAME

Some time after J. A. Fisher became First-Lieutenant of the School in 1868, the term "gunner's mate" was confined to the instructors. They were given a badge of a gun horizontal, with two cutlasses crossed and a crown above. The rating was altered to 'gunnery instructor' in 1866 and remained so until 1910, when it was changed to gunner's mate again; in 1948 the rating was again changed to gunnery instructor.

The gunner's mate has long been held in high esteem in the Navy; the Admiralty's requirements, "intelligent, young and active", have always been met, but in addition, the gunner's mate has to have a high character and above average qualities of leadership and discipline. No mean task, his, in the early days of gun instruction when, deep in the bowels of the wooden ships of the day, he had to instil discipline and to impart knowledge to men who, if not pressed into service, were either conscripted from the prisons or thrown out of towns as undesirable. And if one of these could read and write he was a rare find indeed!

These qualities are still looked for in the G.I. of today and a proud man indeed is he who succeeds after many strenuous months, in passing into the Staff Instructors' Mess.

The Staff Instructors' Mess, the oldest instructors' mess in the Navy, came into being in the old "Excellent" in 1832. It had 12 members only. In 1890, shortly after the gunnery school was moved on to Whale Island, the chief petty officer and petty officer instructors separated and the petty officer instructors moved into "A" Block, their mess ever since.

The Staff Mess was in danger of closing down once before; in the early days of the First World War, practically all the members were drafted away. Some of them went to the large crop of armed merchant cruisers which sprang up, some to the old men-o-war which were re-commissioned at the outbreak of hostilities.

and still others were sent to armoured trains in Belgium! However, the Mess was saved by the arrival of old, retired instructors who, on being mobilised, came back to 'The Island'.

#### MOST FAMOUS GUNNER'S MATE

The Mess has produced many fine sportsmen and many "characters," but most famous of all was Petty Officer Edgar Evans, who accompanied Capt. Scott on his expeditions to the South Pole and who died in the Antarctic in 1911. Capt. Scott wrote of Petty Officer Evans' courage and stamina and of the fine example he set in spite of the most difficult conditions, and of the misfortunes which befell the party on their way back from the Pole.

It is, perhaps, fitting that the new Mess, for which the Staff Mess will be vacated, should be named after its most famous gunner's mate.

The closing ceremony, devised by the instructors themselves, took place in the lounge of A.3 Mess. There was a symbolic locking up of the mess and on completion a silver key, carried by P.O.(G.I.) Eric Figg, was escorted by four G.I.'s dressed in the uniform of 1st Class P.O. Gunner's Mate of the 1830's who, with arms reversed and with slow measured tread, marched to the Captain of H.M.S. Excellent, Capt. H. H. Dannreuther, R.N., who accepted the key which is to be kept permanently in Whale Island.

#### MADE OWN UNIFORMS

The uniforms of the escort, true to tradition, were made by the petty officers themselves, down to the silver buckles on their shoes.

Capt. Dannreuther spoke of the fine example set in the mess during the many years it had been in existence. The ceremony was attended by the Commander and Commander (G) of Excellent and the Weapons Systems Officers, all the present members of the mess, and six C.P.O.(G.I.'s), two Royal Marines, two gunner's mates from U.S.S. Diamond Head and by six ex-presidents of A.3 Mess.

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## Promotion from the lower deck

# MATES PROVED THEIR WORTH IN FIRST WORLD WAR

[The use of the term "Mate," as a rank in the Royal Navy, which was instituted just over 50 years ago to indicate the young warrant officers or petty officers who attained a commission via the lower deck, was, in many quarters, most unpopular. In the following article Capt. Waight traces the origin of the scheme and its eventual disappearance as a rank.—Editor.]

BY CAPTAIN H. F. WAIGHT, O.B.E., R.N.

BEFORE reviewing the "Mate" scheme, it is interesting to consider the conditions which prevailed in the early part of the century governing the promotion of lower-deck ratings to the status of an officer. The rank of warrant officer had existed for many years and as the gunnery, torpedo and communications techniques developed ratings of each particular branch on successfully completing the various courses were promoted to gunner (G) or (T), Signal Boatswain, and those of the "Salt Horse" category became Boatswains. Their duties were arduous, and mainly connected with the executive work of the ship. On the Engineering side were the Warrant Engineer Officers and Warrant Mechanics, while on the Accountancy side were the Warrant Writers and, for ship maintenance, the Warrant Shipwrights.

There were no voluntary technical courses that ratings could attend. Ambition spurred on those with the interest of the Navy at heart to study whenever possible. To be eligible to qualify in seamanship for warrant officer, a rating was required to have seven years' sea service, to be a petty officer or a leading seaman passed for petty officer and to be recommended by his commanding officer.

Commissions were awarded to warrant officers after a period of 15 years' service (later reduced to 10 years). The commissioned officers from warrant rank wore a thick gold stripe on their uniform, and were termed Chief Gunner, or corresponding title for different branches. The title for these officers was subsequently altered to the more dignified one of Commissioned Gunner, etc. This new title, without a doubt, created much greater respect.

As a body of officers, those of warrant rank were looked upon by the senior officers as the backbone of the Navy, which they truly were, and still are, but one and all are now commissioned officers and members of the wardroom mess. When this progressive step forward was introduced, as late as 1956, an attempt was made to have a visible sign on the buttons of their uniforms which would have been an indication to all and sundry that they had risen to the rank they held from the lower deck. This would have, at times, proved to be a handicap, and the proposed innovation was taken up with "My Lords" and the proposal was not implemented.

## UNFORTUNATE TERM

When the "Mate" scheme was about to be introduced in 1912, it was hoped by the more senior warrant officers that selection would be made from their

rank, but alas, this was not to be. It can, therefore, be well understood that when the conditions were announced, when Sir Winston Churchill was First Lord of the Admiralty, there was created a feeling of great disappointment and, in some cases, deep resentment. The selection of the term "Mate" made by the First Lord was really unfortunate, and was abolished many years later.

The qualifications for intended candidates were: (1) To be a young warrant officer or petty officer passed for the rank of warrant officer; (2) To be unmarried and not above the age of 25; and (3) To be recommended from a seagoing ship by the commanding officer.

The number of the rank was established at 100, selections to be made in groups of 25 quarterly or as found necessary. Those recommended had, in the first instance, to appear before a selection committee in a home port depot. Those who survived this ordeal were required to attend before another selection board at the Admiralty. Those finally selected to qualify for the rank of "Mate" were promoted to acting warrant officer, if they did not already hold that rank, and the whole group was appointed to one of the training establishments.

Curiously enough many heard of their success from various naval out-fitters before the Admiralty announcement. The first group to qualify and be promoted to the rank of "Acting Mate" was about 1912-13.

When war broke out in 1914 those who were under training were appointed to seagoing ships in the rank they then held, Acting Gunner (G), (T) or Boatswain. It was soon realised,

however, that the war would be a long one and the need for more commissioned officers was becoming urgent; these officers were promoted to the rank of "Acting Mate" in October, 1914, and more frequent selections made.

## RANK PROBLEMS

In some cases the promotion of young officers from warrant rank to that of Mate created a problem, particularly in some torpedo boats or the older class of destroyer where a Commissioned Gunner was actually doing the duties of First Lieutenant and Executive Officer. With his promotion to Mate the very junior warrant officer became senior in rank to the Commissioned Gunner. In some cases the organisation and duties were allowed to continue, while in others it led to dispute, which was only slowly remedied by the appointment of the Acting Mate to another ship where his seniority would be accepted without question.

As the war proceeded it was encouraging to see the more senior Mates promoted to Lieutenant and, in quite a few cases, appointed to torpedo boats and destroyers in command. The need for more specialist officers grew rapidly and Mates who had qualified as Gunner (G) or (T) were appointed as Mates (G) or (T) in lieu of fully qualified Gunnery or Torpedo Officers. In other cases they were appointed as Executive Officers in light cruisers. There were all important posts, calling for experience and efficiency. The Mates and Lieutenants (ex-Mate) were proving their worth under the arduous conditions of war.

## BACKWATER POSTS

By 1920 the ever-growing numbers of Lieutenants (ex-Mate) produced a problem. The Navy was being reduced rapidly. Ships were being reduced to reserve, being moored in groups in harbours, rivers and dockyards. This entailed reduction of personnel and thus the number of appointments for officers grew less and less. At the best, reserve groups in creeks and rivers, just created what was termed "backwater posts." Then followed appointments to Depots for periods of six months or more on unemployed pay. The surplus of officers was so great that it became necessary to introduce advantageous schemes of voluntary retirement.

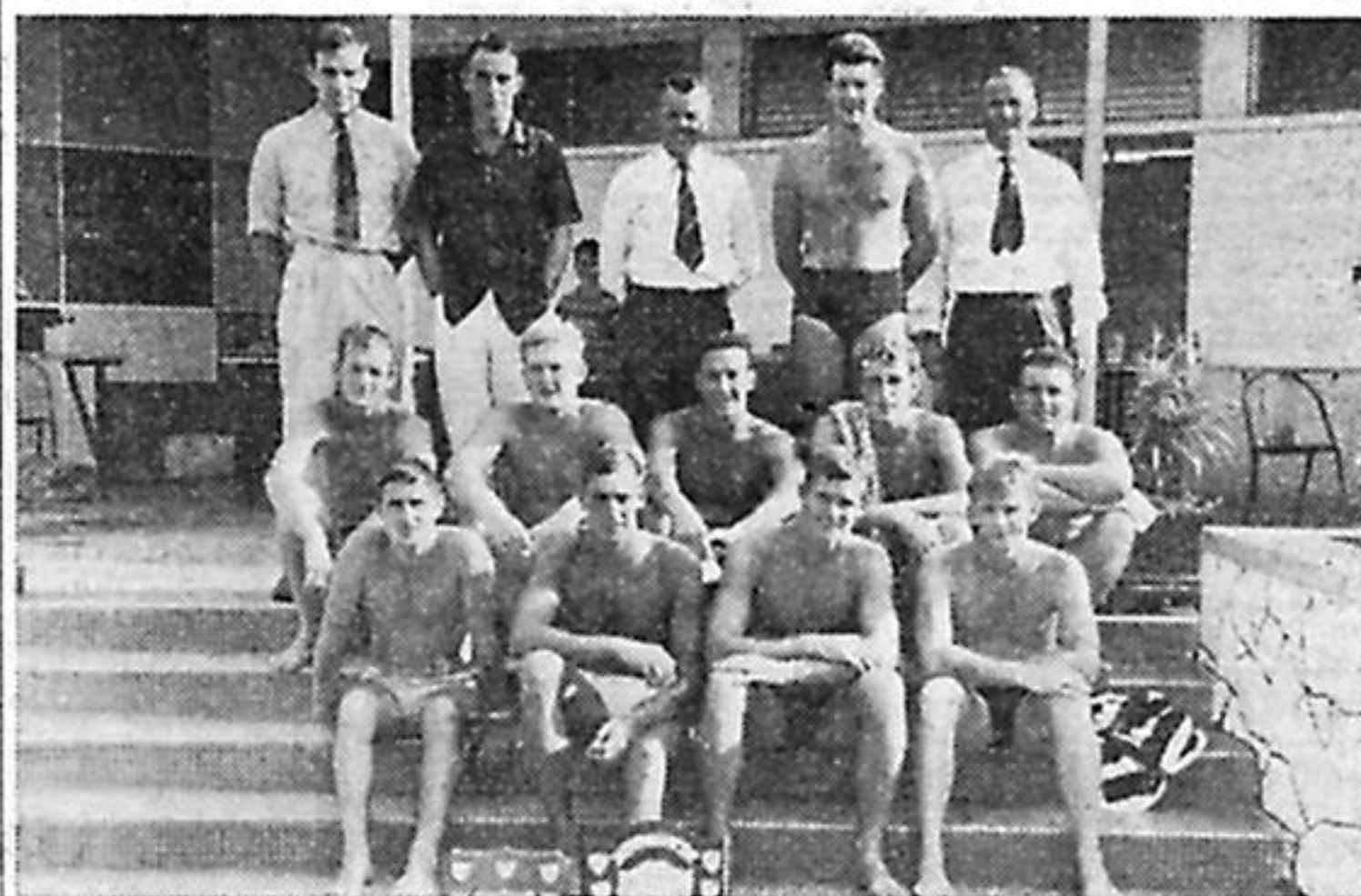
For those who survived adverse employment or retirement, the term Lieutenant (ex-Mate) was still a very definite handicap, as the channels for specialisation in 'G', 'T' or 'N' were completely blocked. Highly efficient officers, who had held gunnery and torpedo specialist appointments during the war, and others who had been First Lieutenants of destroyers were on the horns of a dilemma, but by constant pressure and with the help of Mr. Walter Long, who was First Lord of the Admiralty at the time, the restrictions of specialisation for Lieutenants (ex-Mate) were removed. Furthermore, the restriction which impeded Lieutenants (ex-Mate) for command of fleet destroyers was overcome by those with zeal and ambition gaining permission to pass the examination to be eligible for command of destroyers.

Although not the first Lieutenant (ex-Mate) to pass for command of destroyers, the first to be appointed in command of a fleet destroyer (H.M.S. Vortigern) was the late Admiral Sir Benjamin Martin, K.C.B., D.S.O. During the Second World War he was captain of the cruiser H.M.S. Dorsetshire, the ship which delivered the coup de grace to the Bismarck. The first Lieutenant (ex-Mate) to specialise was, I think, Capt. I. A. P. Manintyre, C.B., C.B.E., D.S.O. He was appointed, I think, Lieutenant (N) of the cruiser H.M.S. Despatch.

Some years ago it was decided to remove the handicap of the terms "Mate" and "Lieutenant (ex-Mate)," and to give ratings selected for a commission the rank of Sub-Lieutenant. This decision finally swept away what was, in a sense, a stigma on those who, by zeal and efficiency, proved themselves worthy of being awarded a commission and to take their place, professionally and socially, with their messmates in the wardroom.

Those who obtain promotion from the lower deck have much to thank the early pioneers for such promotion, both from the warrant officers and original Mates. I am sure that they will always appreciate the very high standard of efficiency, loyalty and zeal left by their forebears.

# SECOND WIN FOR NAVY AT SINGAPORE



For the second year running the Royal Navy won the Inter-Service (Singapore) Swimming and Water Polo Championship. The victorious team is shown above—back row: Sub-Lieut. Henry (Centaur); Lieut.-Cdr. Allen (Centaur); Sub-Lieut. Lunn (P.R.O.); Supt. Braund (Centaur); C.P.O. Hooke (S.P.T.I.). Middle row: M.E. Whittaker (Hartland Point); R.E.A. Crowther (Centaur); M.E. Bennett, R.A.N. (Vampire); E.M. Houston, R.A.N. (Vampire). Front row: P.O. Law (Centaur); M.E. Barrow (Hartland Point); O.S. Vryaldenhouse, R.A.N. (Vampire); O.S. Lassau R.A.N. (Vampire).

## H.M.S. Collingwood retains the Samuel Trophy

H.M.S. Collingwood was once again victorious in winning the Samuel Trophy in the Portsmouth Command Novices' Boxing Championships which were held in the Royal Naval Barracks, Portsmouth, on October 14 and 15, and which attracted nearly 100 entries.

The most entertaining bout of the final evening was an "Open" class light welter-weight contest between E.M. Riley, of H.M.S. Collingwood, who beat A.B. Byrne, of H.M.S. Dryad. Both boxers gave a first-class performance, but Riley seemed to produce a few more scoring blows in the last minute.

In a junior invitation fly-weight contest, J.E.M. McChrystal beat J.E.M. Wilson, both from H.M.S. Collingwood, in a clean, well-fought bout. It is a great pity that McChrystal is 20 days under age this year to enter in the R.N. Novices' Championships where it is felt that he would have given a very good account of himself, as he is a most promising novice.

Midshipman Johnson, of H.M.S. Vernon, and J. Sea. Wallis, of H.M.S. Eskimo, show promise in their respective weights.

The final scores were: Collingwood, 33 points; Dolphin, 11 points; Albion, 9 points; Pembroke, 9 points; Victory,

8 points; Dryad, 7 points; Vernon, 4 points; Excellent, 4 points.

## RESULTS

Bantam-weight, P.S.A. Mason (Pembroke) beat J.S. Wallis (Eskimo). Feather-weight, M.(E) Sherwood (Dolphin) beat App. Mooney (Collingwood). Light-weight, L/Sea. Pearson (Dolphin) had a walk-over over L/Sea. S. Townsend, who had an injured thumb. Light welter-weight, M.(E) Best (Albion) had a walk-over over App. Delves (Collingwood), who was unable to box. Welter-weight, E.M. Daudu (Collingwood) beat A.B. Dalton (Pembroke). Light middle-weight, App. Henley (Collingwood) beat J.R.E.M. Gooch (Collingwood). Middle-weight, Midshipman Johnson (Vernon) beat App. Sudbury (Collingwood). Light heavy-weight, Ck. Rodger (Excellent) beat L.R.E.M. Evans (Collingwood). Heavy-weight, A.B. Wilson (Dryad) beat R.E.M. A. Parsons (Albion). Invitation fly-weight, J.E.M. McChrystal (Collingwood) beat J.E.M. Wilson (Collingwood). Invitation light heavy-weight, Mnc. Bartlett (R.M.B.) beat M.E. Blockley (Albion). Open class welter-weight, L.P.M. Thompson (Victory) beat A.B. Folds (Belleroophon). Open class light welter-weight, E.M. Riley (Collingwood) beat A.B. Byrne (Dryad). Open class middle-weight, A.B. Thompson (Dolphin) beat E.M. Gill (Collingwood).

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# Expedition will spend Xmas Day on glacier

**A** CHRISTMAS Day spent nearly 8,000 miles from Britain in one of the bleakest and least hospitable parts of the world was the prospect facing the Combined Services' Expedition to South Georgia when it left London on October 26 on the first stage of its journey to the Sub-Antarctic.

The members of the expedition are to spend four months on the island, making the first attempt to retrace the 1916 route followed by Sir Ernest Shackleton and two companions, and afterwards engaging in a wide range of scientific work.

On December 25, the ten members of the party expect to find themselves camped on a glacier of the Allardice Range—"about as far from home and away from civilisation as it is possible to get" stated Lieut.-Cdr. M. Burley, R.N., leader of the expedition.

At about that time, it is planned that they should make an assault on Mount Paget, the highest peak in South Georgia, which rises to a height of nearly 10,000 feet, but it is intended that there should be a halt in their activities to celebrate a lonely Christmas Day.

## CHRISTMAS DAY SURPRISE

In their rucksacks, as far as food is concerned, will be only the dehydrated climbing rations on which they will live, although the Navy Department's victualling organisation has already prepared a surprise as far as Christmas Day fare is concerned. A special package is making the long voyage southwards to be manhandled into the mountains. Speculation regarding its contents must continue, however, in view of emphatic instructions that it is not to be opened until December 25.

The expedition, largest of its kind mounted by the Services since the war, is made up as follows—Royal Navy—Lieut.-Cdr. M. K. Burley, R.N., Leader; Lieut. S. H. Down, R.M., Zoologist; Cont. Art. P. Langdon, cine photographer; Sgt. T. D. Thompson, R.N. Army—Capt. P. T. Fagam, R.E., Surveyor; Capt. J. D. C. Peacock, R.E.M.E., Geologist and Glaciologist; R.A.F.—Squad. Ldr. A. H. Back, A.F.C., Deputy Leader; Sgt. H. G. Hutt, Still Photographs; S.A.C. J. R. Chester, Cine Photographer.

The party flew to Montevideo on October 26 and sailed from that port on November 1 in H.M.S. Protector, ice patrol ship, for the Falklands, where from November 5 to 9 the expedition makes a final check on its equipment.

From the Protector, dumps of food and stores are to be established at Leith, Grytviken, Jacobsen Bight and at Mount Krokisius in the Royal Bay area of South Georgia.

The expedition will be landed at King Haakon Bay on the South west coast of the island on November 15. It was there in 1916 that Sir Ernest Shackleton landed after his epic boat voyage from Elephant Island in the South Shetlands group following the loss of his ship, the Endurance, in the Weddell Sea.

## A 'MIRACLE'

The exact route taken by him and two companions in crossing South Georgia to secure help from the whaling stations on the other side of the island has always been the subject of academic debate and argument. With little food and possessing little more than a length of rope and a carpenter's adze, it has, however, been praised as "a miracle of mountaineering."

All available records have been carefully studied by the expedition in their attempt to follow exactly in the footsteps of Sir Ernest Shackleton, the fiftieth anniversary of whose departure from Britain was celebrated at Cambridge on 24th October. Members of the Combined Services' team will be present to meet survivors of his expedition.

The crossing of South Georgia from King Haakon Bay to Stromness forms only the preliminary to the expedition's main task on the island, which involves scientific work in the little known Allardice Range and efforts to climb a number of unsealed peaks there. Survey and geological activities are also planned in the remote Royal Bay area, furthering work carried out in the region by the 1882-83 German International Polar Year Expedition, which undertook the first exploratory visit to the island.

Scientific members of the expedition have been undertaking research at various universities in Britain in order that the already existing knowledge on South Georgia can be brought up to date and progressed. It will not be possible, however, to assess much of

their efforts on the island until specimens obtained are brought back to this country for examination by experts.

Zoological and ornithological aspects of the scientific work are concerned with the distribution and numbers of various species of penguins and seals, while mosses and flora will be the subject of a special report.

The expedition re-embarks in H.M.S. Protector at Grytviken on March 12. They arrive back in Britain in mid-May.

## WEDDING BELLS

There will be wedding bells for two members of the expedition when they return to the United Kingdom next May. They are Lieut.-Cdr. M. K. Burley, and Sergeant T. Lynch.

Lieut.-Cdr. Burley is engaged to Miss Fiona Macdonald, whose home is on the island of Mull, Argyllshire. They are to be married at Edinburgh on May 29.

Sergeant Lynch's fiancée is Miss Ann Wass of Bexhill, Sussex, who works as a teacher at Bushey, Herts.

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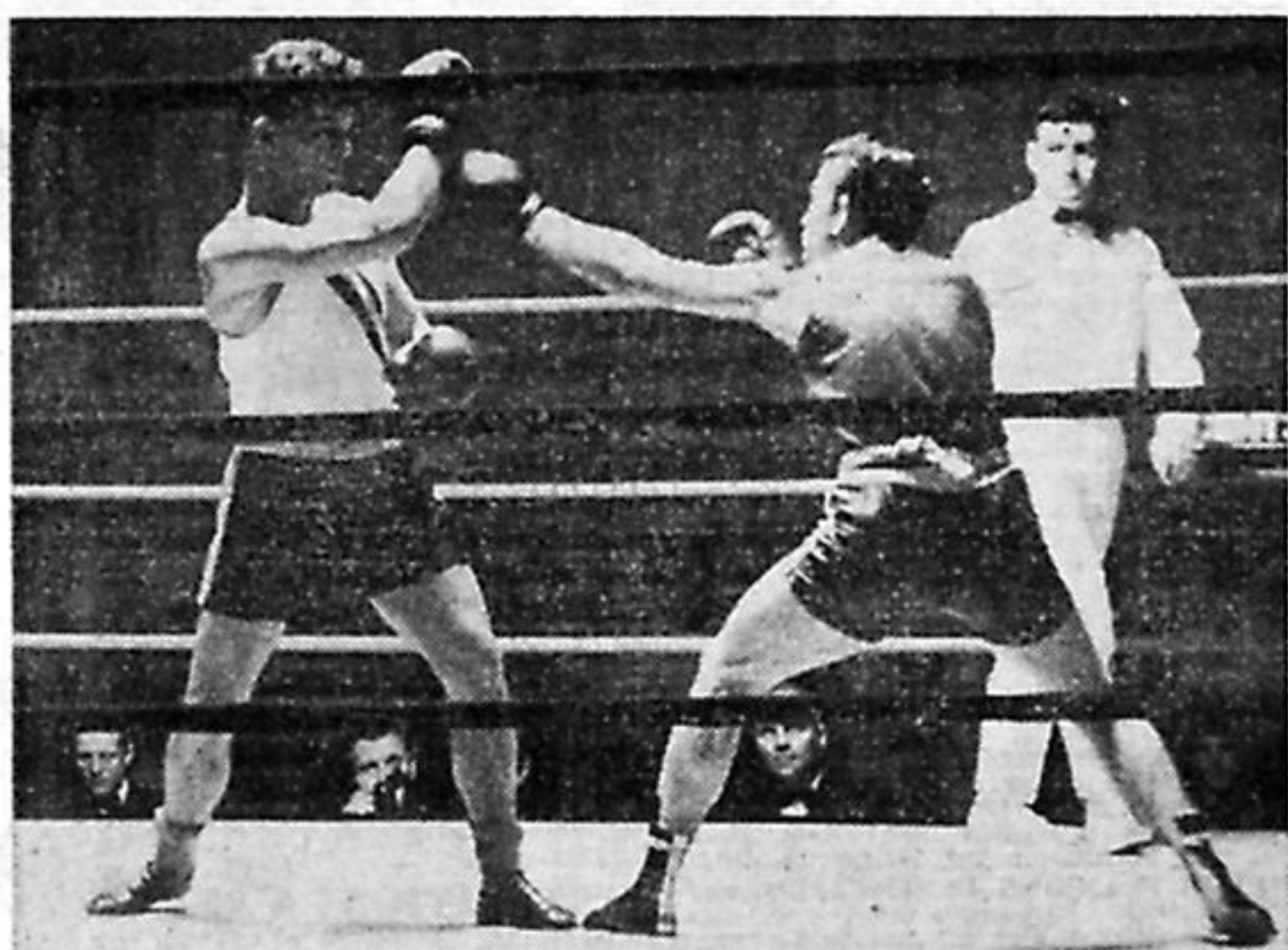
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C.P.O. Goodwin, left, and R.O.2 Fisher in the welter-weight "open" final, which was won by C.P.O. Goodwin on points

## Spirited boxing at Lee

THE Naval Air Command boxing trophy was secured by R.N. Air Station, Brawdy, at H.M.S. Ariel, Lee-on-Solent, on October 22, scoring 26 points, 12 more than their nearest rivals, R.N. Air Station, Yeovilton.

The craft and experience of C.P.O. T. Goodwin (Yeovilton) and A/L.R.E.M. Ward (Ariel) in the "Open" bouts were in direct contrast to the "Novices" bouts where enthusiasm made up for lack of skill, but nevertheless gave the spectators a very enjoyable and entertaining evening.

In the "Novices" bouts six of the 10 contests ended in the first round. E.M.(A) Griffiths (Ariel), who was born in Kingston, Jamaica, was obviously a favourite with the crowd from the start. Unfortunately his opponent, R.E.M. Poke (Lossiemouth), who forced the pace from the start, had no answer to a right cross which landed squarely on the jaw. Poke dropped to the canvas and failed to beat the count.

Rear-Admiral D. P. Mansfield, Chairman of the Naval Air Command Boxing Association, aptly described the championships as a "splendid, spirited, very worth-while evening's boxing."

The final scores were: Brawdy, 26 points; Yeovilton, 14 points; Cudrose, 10 points; Ariel, 7 points; Lossiemouth, 5 points.

### RESULTS NOVICE FINALS

Fly-weight, J.N.A.M. Osbourne (Yeovilton) beat J.E.M. Macauley (Brawdy) in first round.  
Feather-weight, E.M.(A) Adcock beat J.E.M. Croft (Brawdy) on points.  
Heavy-weight, L.M.E. Noot (Brawdy) beat E.M.(A) Bradbury (Brawdy); referee stopped the contest in first round.  
Bantam-weight, J.E.M. Jones (Cudrose) beat E.M. Wheeler (Brawdy) in first round.  
Welter-weight, N.A. Pearn (Brawdy) beat N.A. Vallance (Yeovilton) on points.  
Light middle-weight, J.N.A.M. Martin (Cudrose) beat E.M. Kayle (Brawdy) on points.  
Light heavy-weight, L.A.M. Patterson (Lossiemouth) beat M.E. Redgers (Brawdy) in first round.  
Light-weight, J.R.E.M. Fryer (Cudrose) beat N.A. Nicholas (Yeovilton) on points.  
Light welter-weight, E.M.(A) Griffiths (Ariel)

beat R.E.M. Poke (Lossiemouth) in first round.  
Middle-weight, Ck. Gosling (Yeovilton) beat Ck. Bird (Yeovilton); Bird disqualified in first round.

### OPEN FINALS

Light middle-weight, A/L.R.E.M. Ward (Ariel) beat I.E.M. Whitworth (Cudrose) in first round.  
Welter-weight, C.P.O. Goodwin (Yeovilton) beat R.O.2 Fisher (Brawdy) on points.

## PORTSMOUTH FOLLOWED THE TRAIL

SIR,—With reference to the item in the October issue of "Navy News"—"Portsmouth Blazes a Trail"—the Portsmouth R.N. Football Club was not playing the first-ever match played in a competitive league by a service team.

The R.N. Barracks, Chatham, and the Royal Marines, Chatham, for many years were in the Kent League, and both of them in their time won the Kent Amateur Cup. The Royal Marines, Deal, played for years in the Kent Amateur League. The Royal Engineers, Chatham, played in the Kent League and won the Kent Senior Cup.

Portsmouth, too, have featured in competitive leagues. H.M.S. Excellent played in the local leagues and won the Navy Cup apart from winning local and Hampshire trophies.

We all know that Pompey is supposed to be first in everything concerning the Navy but once someone is sadly adrift. — Yours, etc., W. SADLER, Chatham.

[How right Mr. Sadler is. Our football correspondent has been taken to task and promises to try not to offend again.—Editor.]

## Navy win but disappoint

THE Royal Navy Football Association team had its first full representative game, against Oxford University A.F.C., at Oxford, on October 15.

The following represented the Royal Navy: App. Rogers (Collingwood), R.E.A. Godwin (Cudrose), Sgt. Newton (I/T.C.R.M.), C.P.O. Coates (Excellent), L.Sea. Wilkinson (Devonshire), L.R.E.M. Stacey (Collingwood), Recruit Evans (Deal), P.O. Topliss (St. Vincent), L.R.E.M. Greenwood (Devonshire), J.E.M. Vamplew (Ariel), L.R.E.M. Milligan (Collingwood).

This was rather a strange assortment, only four, Godwin, Coates, Wilkinson and Topliss were in last year's winning Inter-Service team. Three—Newton, Stacey and Greenwood—were previous Navy players who have recently returned to these parts. Rogers, Evans, Vamplew and Milligan were "new boys."

The Navy won the match 1-0 but the team was not at all impressive and its play was not progressive or constructive against an Oxford XI which, this season, is well below the strength of the teams the Navy will have to face. The new boys, generally, found themselves out of the regular class. Vamplew scored the Navy goal.

Resulting from this disappointing game further experiments were made in the match against Cambridge University A.F.C. at Cambridge on October 29.

For the match against Cambridge University the Navy had to make five changes because of examinations and injuries, but the changes appeared to be beneficial rather than the reverse.

Although the Navy lost, 1-0, the only goal did not materialise until there was only a quarter of an hour to go, and there was far more cohesion in the Navy side than in the Oxford match.

## 'ELECTRICS BRING ALL TOGETHER'

THERE was a very good gathering of members and friends of the Royal Naval Electrical Association on the occasion of the recent annual dinner.

The President, Capt. C. H. S. Wise, M.B.E., R.N., said how pleased he was to see so many people present, remarking that the whole purpose of the Association was for people of like interest prepared to do something for themselves getting together to do so. The modern Navy, he said, had many divisions—in the air, on the surface, or in submarines; however, the links in the electrical field bound them all together. He appealed for the interest and whole-hearted support of the younger element. "We cannot lean on the few to do the 'donkey work'—the hope for the future is to look forward."

The toast to the Queen was proposed by the Chairman of the Association, Mech. (R) Gant.

Ch. Elect. W. Coulstock, the Secretary, in welcoming the guests, had a special word of thanks for the wives of members who supported their husbands in their work for the Association.

The guest of honour, Mr. V. Collins, Chairman of the Fareham Urban District Council responded on behalf of the guests. The thing that struck him was the friendly atmosphere that prevailed among the company. The same applied in the spirit which existed between the Urban Council and H.M.S. Collingwood. Many from the Electrical School had settled in the area.

The Vice-Chairman, Mr. T. R. Howard, acted as toastmaster for the evening. The dancing which followed the dinner and which catered for all tastes, was very much enjoyed.

### "FORE!"

845 Squadron—the half that wasn't in Borneo—were rejoining H.M.S. Bulwark from a period on shore. A slight fault caused one of the aircraft to make a sudden precautionary landing on the H.M.S. Terror golf course. This resulted in a signal from Bulwark to Terror—"Regret one helicopter lost stroke and distance on your golf course. Next time will shout fore."

## GOOD PROSPECTS FOR PORTSMOUTH BOXING

NOW in full swing for the 1964-65 season is the Portsmouth Command Amateur Boxing Club. The prospects look good for the future, as there are a few "stars" from previous years, such as Cook Hamilton (A.B.A. finalist) and M.E.I. Frampton (A.B.A. half-finals), both of whom are Royal Navy champions in their own right.

The presence of these more established boxers gives encouragement to the novices in the club who are doing so well in their initiation bouts in the Command and Inter-Command competitions.

Forthcoming fixtures for the club are: November 20, Mid-Sussex A.B.C., at Burgess Hill; November 26, Press Charities Show, R.N.B. Portsmouth; December 9, Belsize A.B.C., Chelsea; January 29, Price Egan A.B.C., Oxford; February 9, Combined Universities, Cambridge; and February 18, Hants and Isle of Wight A.B.C. R.N.B., Portsmouth. All the away fixtures have, in the past, proved to be extremely "good runs" and it is hoped that they will prove so again this year.

### TRAINING FACILITIES

Training facilities are better this year than in the past. Two nights a week have been allocated in the barracks gymnasium (Tuesdays and Thursdays) at 16.30 and one night at the R.N. School of Physical Training at the same time, under the watchful eyes of C.P.O. "Whacker" Payne, S.P.T.I.

It is emphasised that membership of the P.C.A.B.C. is open to all R.N. and R.M. personnel and the aim of the club is to provide good competition and for the furtherance of all classes of boxing in the Royal Navy.

There will be a Remembrance Day wreath-laying ceremony at the Naval War Memorial, Chatham, at 0930 on November 8, followed by special services in St. George's Church, H.M.S. Pembroke and the Royal Dockyard Church.

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